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EDITORIAL OFFICE

The Cycle Source Magazine
118 Dellenbaugh Road Tarentum, PA 15084
For Any Questions Or Comments Please Call 724-226-2867 or e-mail cyclesourcemain@comcast.net

EDITORIAL STAFF

Christopher Callen - Editor In Chief - cyclesource69@comcast.net
Heather Walker - Managing Editor - cyclesourcemain@comcast.net
Rob Keller - Public Policy Editor - robkeller61@yahoo.com
Will Ramsey - Tech Editor - will@faithforgotten.com
Milwaukee Mike - Mid-West Editor - neanderthalneon@hotmail.com
Roadside Marty - South East Editor - roadsidemd@bellsouth.net
Keith "Bandit" Ball - News Editor - bandit@bikernet.com

STAFF WRITERS

Chris Callen, Milwaukee Mike, Jack Schit, Rob Keller, Scooter Tramp Scotty, Darren McKeag, Matt Reel Will Ramsey, Chris Condon, Xavier Muriel Jim Red Cloud, Mitch Bodine, Mark Velazquez Amelia Rose, Daniel Donley, Joe Mielke

STAFF PHOTOGRAPHERS

Darren McKeag, Chris Callen, Jeff Cochran, Mikey Revolt, Amelia Rose, Heather Walker, Rebecca Cunningham, Mad Stork Ken

CONTRIBUTORS

Keith "Bandit" Ball, Kiwi Mike, Rick Bray, Josh Elzey, Kerri Schindler, Brad Gregory, Carsten Fritzen

STAFF ARTISTS

Chris Callen, Darren McKeag, Seth Leibowitz, Don "Thunder" Baggett

ADVERTISING

Heather Walker - Sales Manager - cyclesourcemain@comcast.net

GRAPHIC ARTISTS

Chris Callen, Heather Walker, Amelia Rose

DISTRIBUTION

Coast to Coast Newsstand Services Partnership
5230 Finch Ave. E., Ste. 1, Toronto, ON, M1S 4Z9
Cycle Source - Dealership Direct Distribution 724-226-2867

CIRCULATION DIRECTOR

Diane Temple - 724-584-8084

APPRENTICE IN RESIDENCY

Amelia Rose - cyclesourcekiller@comcast.net

LEGAL COUNSEL

James L. Paz Attorney at Law - Tarentum, PA - 724-226-9PAZ
For Any Subscription Questions Call 724-226-2867

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ABOUT THE COVER



The old girl on the cover this issue was built by an old soul. Ben Jordan is his name and he has been a friend of the program since back when the magazine had way less pages and most of them were in black and white. He's a good ol boy and constantly builds bitchin machines and we couldn't be happier than to celebrate his life long dream of building a knuckle with him by bringing it to our readers. Enjoy!

FOR THE LOVE OF CLASSIC MOTORCYCLES AND THE PEOPLE WHO RIDE THEM

Article By: Chris Callen

FROM THE EDITOR'S DESK

THE ONLY WAY OUT... IS IN.... HIPPIE



This was a damn hard month for me and for many that are from the part of the country that I come from. Most of us lost a very dear friend and important figure in the motorcycle community this month. I have prepared a little piece in the honor of his passing in this issue, but right now I am going to pass on one last lesson that he shared with me that quite possibly he never knew he taught me.

You see, this was one of those men that you would almost never see without a smile. He had more than his fare share of tough times in life, especially towards the end, but still he smiled. He wasn't a rich man by most standards, owned a nice little business but worked hard most of his life, he took care of his family and those around him. He was a rockstar, in as much as he was happy to be a member of his community, helpful to so many of us in our individual times of need, he was always there. He loved bikes and being on the road, loved motorcycle people, but let's face it, even that can wear on you from time to time. How was it that this man, many years my senior, always seemed to be on the bright side of life? In the end I realized that he lived life on life's terms and from that he always found contentment.

Now don't get me wrong, I'm sure it wasn't always sunshine and roses but for this man, who I have had the privilege of learning so many things from, I started to reexamine my own heavy brow. I know you have heard me on many occasions speak about not holding the bars too tight, living in the moment and being all right with who you are. Although I try to live up to these words I am still just a work in progress so at times I must hit the reset button. Lately I have been missing the big picture while I obsessed over the little ones. For eighteen years now I've met many of my heroes, become a member of the motorcycle journalist's guild... if there is such a thing, and traveled to every part of this country. Instead of carrying a great goofy grin like my late brother, why then am I turning into a salty old biker bastard? Ah ha my brothers and sisters, there in the moment I started to see the light. So many little things that we hold onto blind us from our own happiness. The small resentments, the relationships that are taxed and go bad, all add up to a bad time if you don't just let them go. In the end these little things hardly matter when compared to what's really at stake, life and one more day of it with as much quality as you are willing to put into it.

...what's really at stake, life and one more day of it with as much quality as you are willing to put into it.

As for me I have spent the better part of the month making amends. I have started to admit that there are some things I may have been able to do better, some that others may have done better themselves but all in all we're just simple two legged animals trying to make it through the same hard life. It's been an amazing transformation as I have let go of these little pieces of baggage and felt how much lighter the load gets. My days are a little easier and whether or not the other people involved have the same reaction to these epiphanies of mine almost doesn't matter. The fact that I am much more often seen with that stupid grin on my face these days makes all the difference in the world. Yeah it's a hard life, that's across the board but if you really pay attention to your heart.... Damn it's a good day.

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INCR MA SH

As the header of this story so expertly says, this is round two for the little show in the middle of the winter in the middle of the frozen north. I find it an amazing testament to all those who brought the invite bikes and those who braved the less than ideal elements to make this second go round even better than the first. It still baffles even me, that in the middle of the harsh winter that we have experienced these last two years that so many thousands of people would come and wander around a motorcycle show in an abandoned warehouse in the Menomonee Valley. I guess it is a testament to the quality of machines and the true vibe of the Mama Tried show. Because of the bleak conditions we have to endure here in the north a show like this is just the kick in the pants we need to remind us that spring is just around the corner. With that comes the taking of bikes from the forced exile that the snow, cold, and salt puts it in every year. So we all look forward to the break out with anxious anticipation, and some of us go just plain nuts, so why not do it in the company of a few hundred friends? That is why I was looking forward to this years show so much. I was missing my family something fierce and thank God a bunch showed up to brighten the weekend and remind me that another summer of their special stupidity is just around the corner!







The show had an unprecedented first year, I think it even caught organizers Scott "Fuel" Johnson and Warren "JR" Heir Jr off guard a bit, but in the best scenario. It amazed me how many people paid the $5 gate fee and came in from the cold last year. This year the anticipated crowd was even larger and the show had to be moved to slightly larger quarters and it was a great move in my opinion. The show became a two level affair with bikes and people moving about at every turn. It also turned into a two day event, with a thinner but still significant amount of spectators on Sunday as well. Between the amazing bikes from many different schools and the ability to meet and talk to all the different craftsmen/women and artists in attendance it made for a unique and amazing experience. All in all about 10k people came and spent the still $5 fee to wander thru the halls of bikes and displays and we at Cycle Source were very proud to be a part of it again this year!

The weekend had become a four day affair for those who were involved in setup, the show, parties, and then ice racing, a second day of the show and then breakdown and clearing out of the space. Myself and some of the local weirdos from The Shed started on Thursday by grabbing some way out of town family from the airport and having a crawfish boil at the Shed. Where of course things got out of hand in a quick minute. Friday brought show set up and my Cycle Source family showing up at 7 am to get a quick nap and then boogie down to the Harley Davidson Museum for a great Archives tour with the always accommodating Bill Rodencal. Thanks again Bill, always amazing to hang with that crew. Friday evening consisted of drinks and food at my local haunt Sabbatic, Then back to the HD Museum for the official

Article By: Milwaukee Mike Photos By: Chris Callen

REDIBLE SECOND YEAR FOR THE AMA TRIED HOW

A MILWAUKEE WEEKEND YOU'LL LOVE



















pre party. It was the first chance that I got to see all the faces that I knew were coming, that of course put a big smile on my face. Totally surrounded, totally loved it! It was an extra special evening for me as I got to see my boy Bobby Good Times on stage with his band, Trouble, rocking it loud and heavy like a true rock God, and as a great warm up Mount Salem spread their special sound in the room to get everyone grooving, was a hell of a night. Don't know what time I actually went to bed but I didn't get much in the way of sleep.

Saturday was the day of the Main Event, the show was packed and it was literally a whole day of talking to people known and unknown about the Mama Tried show, Cycle Source, and how we do what we do, and what kind of trouble that evening and the rest of the year was bringing. In my case, I had to boogie to the Shed to prepare for the onslaught of folks coming to After Party with us and the Cycle Source. Chris and I were both tending the bar and slinging shots of Ol Smokey and glasses upon glasses of Pabst Blue Ribbon(thanks again guys we appreciate it!). Unfortunately our last band Vega got cut off so we will have to make it up to them some time soon, thanks again to Couple of Cocksmiths and Pay the Devil for their musical styling. We had a bit too much fun as I had to spend about an hour talking to the local police, but all went well and we pulled the handle until about 4 am, yikes!

Sunday came in cold but sunny and that shoved us all down to McKinley Marina to watch the varied machines throw around in the ice and snow at the impromptu track the guys have made to blow off steam from the week before. There was a little bit of everything rolling around, even a half naked Brad! It is a bit of a surreal scene with the natural ice sculptures in the back ground and all the different types of bikes rolling around on the ice, the pictures tell the story but it is better in person. So if you can be here for that next year it will be worth. After losing feeling in all my extremities I had to say my goodbyes to the Cycle Source Crew and went back down to the valley for the remains of the show.









It is always nice to be in the home stretch of a weekend like this, but also bittersweet because its only a matter of hours until everyone goes back to their original orbits and then we start planning when we will see everyone again. For some it will be Daytona, Sturgis, etc. For me, I am looking forward to the BMR and I hope y'all will join me in the mountains of West Virginia. If nothing else we will have the St. Louis Cycle showcase next January or at least Mama Tried in February of next year. All I can say is that Scott and Warren have done one hell of a job bringing high quality bikes and folks to our scene here in MKE and it rocks!

CYCLE SOURCE



Article By: Mitch "Magoo" Bodine Photos By: Chris Callen

RIPPING ON THE ICE

ALTHOUGH THE OFFICIAL WORD WAS THERE WAS TO BE NO OFFICIAL RACING, THEY WERE GIVING IT HELL!



It was a balmy 12 degrees below zero as we pulled into McKinley Marina on the shore of Lake Michigan. The lake was frozen so thick that we looked through what seemed like a mile of clear ice in spots as we walked out to the slow wake area sign on the edge of the jetties. The air was thick and silent, peaceful fisherman's bob houses showed little signs of life as we waited for the scene to come alive. It was Sunday morning and the last day of Mama Tried in Milwaukee, for us it would be the last event we would hit before we left town: the Ice Racing.

I've been involved with motorcycle racing for about 45 years now, motocross, flat track and road racing. This was my first time seeing ice racing. I was blown away to say the least. I couldn't believe how hard the guys throw the bikes into the corners. I talked to Warren Heir about it a little bit, he told me that they can ride at that location as much as they want... no organized racing there though. He guessed about fifty bikes showed up on that Sunday. We even had a few National number guys putting in hot laps. I also got a little lesson on the tires. You can buy the screws and do it yourself or pay $450-$600 a set and have them professionally done. The screws come in three different lengths, AMA legal = short, Canadian legal = taller and MF1 = crazy, for free riding only. The guys that where dragging their handle bars on the ice where using the MF1's I'm guessing! Most of









the guys switch their bike to race flat track when the ice season is over. A huge variety of bikes where there. An old Ducati 450 single was unloading as we were getting out of the van. Some of the high lights where Matt Walksler on his 1916 Harley Cutdown ice racer. Matt was definitely putting on a show and not showing any mercy on that old Harley! Lee Fealy was there on his 1942 Harley WLA flatty. We got to the ice early enough to see Lee's trick for starting his bike, he gets towed by his buddy riding an old 1974 Yamaha TY trials bike. Lee has become somewhat of a social media star with his pictures featured all over Instagram. Lee was dressed with riding gear about the same age as his bike, very cool. Ben "Bender" Boyle was putting some nice hot laps with his Gen Shovel also.

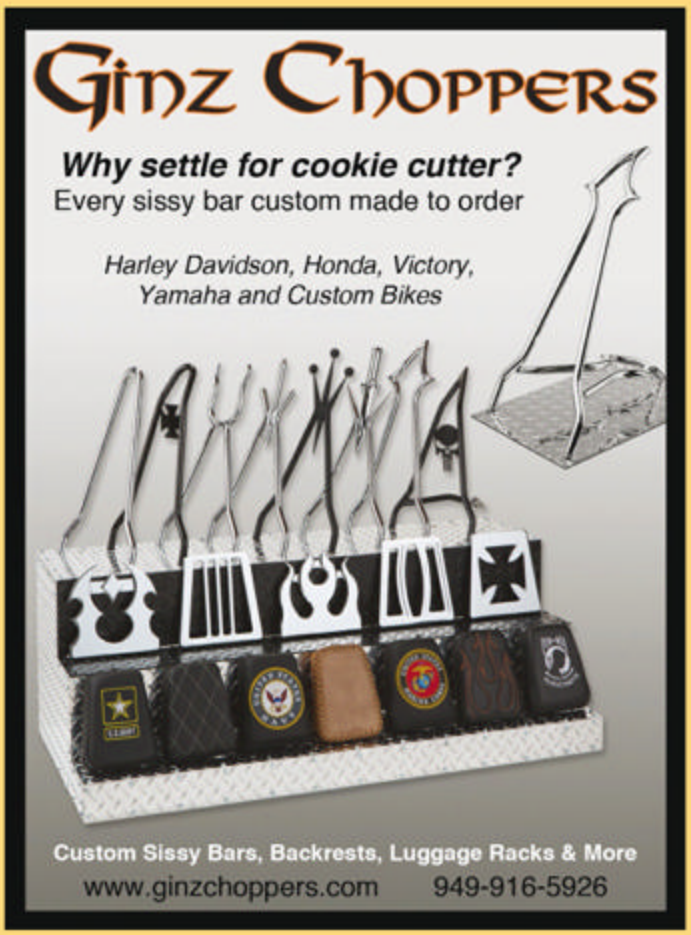
If you have never seen motorcycle riding in such harsh conditions, under such a different set of physical rules for both rider and machine, I suggest you check out some ice racing the next time you get a chance. I know I want to get something ready to bring for next year!

CYCLE SOURCE









Article By: Brad Gregory

THE HIPSTER FREE ZONE

CYCLE SOURCE MAMA TRIED AFTER PARTY AT THE SHED



I glanced at the clock and started counting on my fingers. It was noon on Saturday and I was only 8 hours away from Milwaukee. I had not originally planned to go to Milwaukee for the Mama Tried Show but after some prior commitments got cancelled and I did my simple time/space calculations I realized I could roll into MKE just about the time the "Mama Tried After-Party" hosted by The Shed kicked off. Being a single 30 year old with no one to answer to, I simply hopped into my car and rolled the 520 miles to Brew City.

The Shed is a killer little building where a handful of guys have their shop setup. It doesn't have a fancy sign or a front desk, just a block building filled with lifts, tool boxes, and numerous motorcycles being worked on in various states. As the slogan states, and the stories prove, The Shed is "The Place That Made Milwaukee Famous". It is an absolute perfect place for a bunch of hooligans to get down and party.

As I walked through the door I was greeted by huge hugs and handshakes from all of my Wisconsin friends. These guys are always so welcoming and make everyone feel like family. All the motorcycles had been tossed outside to make room for all the bodies that had come from as far as New York, North Dakota, West Virginia, and even Canada. The bike lifts and tool boxes were now being used as make-shift bar stools and tables. The lights were turned down and the band had the music cranked. Apparently the local law enforcement felt that the decibels were above their subjective limit and stopped by to politely ask to cut the music. This actually allowed me to bounce around and have some great conversation with some friends that I only see a few times a year.

The vibe at The Shed Party is exactly as it should be. Everyone there is treated as a regular, even if it's your first time. There are no attitudes, no judgment, it's a "Hipster Free Zone" and everyone is there to just have a good time and make some memories, even if they can't be recalled the next morning (special thanks to Ole Smoky.)

With the theory of relativity in full effect, the night flew by and what seemed to be 30 minutes was actually 8 hours and it was pushing 4am when I called it a night, ending a great party at The Shed.

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Article By: Rob Keller Photos By: Chris Callen

A DAY AT THE MUSEUM

WE GET A BEHIND THE SCENES AND TRAVEL DEEP INTO THE HARLEY-DAVIDSON ARCHIVES



A trip to Milwaukee Wisconsin would not be complete without visiting 400 W Canal Street. This is the home of all things Harley Davidson. This hallowed ground consisting of 20 acres and three buildings that measure up to about 130,000 square feet is the home of over 450 Harley Davidson motorcycles and hundreds of thousands of everything that says Harley Davidson. History here dates back to the very first blueprints that were drawn by William S Harley in 1901 that designed a gas powered engine to fit a bicycle through current year production motorcycles. We also learned with the help of our good friend Matt Walksler who was enjoying our personalized tour that in 1904 the first Harley Davidson motorcycles hit the production line. There was a little discussion about this between Matt and our tour advisor who stuck to his guns that the first production racer was produced in 1903 with the collaboration of William S Harley and Arthur Davidson. Arthur's brother Walter later joined the duo and the three of them went on to make much of the history that is documented in iron, rubber, leather and paper throughout the museum.

The first steps of our tour took us directly to a beautiful mix of restored and original condition motorcycles that date back to the beginning of the Motor Company. As you walk beside these machines that have dedicated their existence to show the time line of their production you can't help but wonder about how things must have been back in the day. If you close your eyes you can almost see the spirits of the men and women that rode these machines for work and for pleasure. I'm reminded of men like Larry Woods who at 84 years young still restores and rides these timeless gems. I think back to a day I was visiting his shop in Florida, watching him working on a 1910 Harley Davidson that he had restored to near perfect condition. He had sold the bike to a customer and the man brought it back because the engine had cold seized. Larry meticulously broke the engine free by using an electric motor to spin the rear wheel while he gently engaged the leather belt drive that connected the small engine to the transmission. As soon as smoke would come off the rear tire he would stop that process and spray lubricant into the cylinder through the spark plug hole. His patience was astounding and after several attempts the piston rings set free and the engine began to turn over. I thought about what a loss it will be when men that grew up riding and maintaining the old iron are all gone. They will take much knowledge and tricks of the trade with them and hopefully there will be enough of us left that have paid attention to keep it all working.



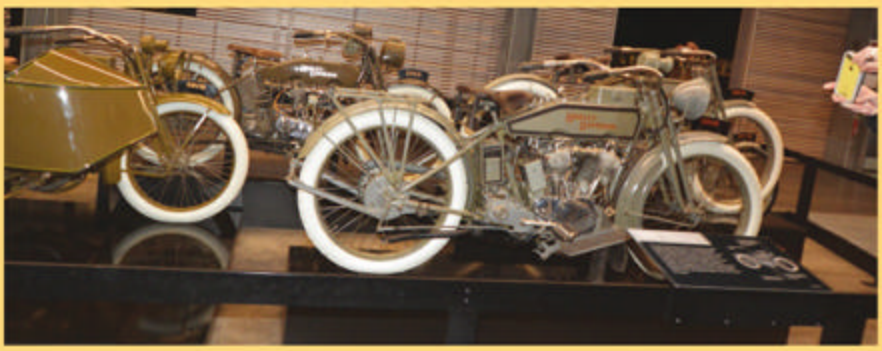
As you continue along the time line of motorcycles it was not uncommon to hear someone shout out with excitement, "I use to have one of those or "I know someone that has one just like that!" The time spent reminiscing alone is well worth the price of admission.

There are displays of engine time lines including prototypes and racing development one offs. Racing and periodic clothing along with a life size reproduction an actual board track and the motorcycles that made them famous. One of Evel Knievels jumping bikes hangs suspended in mid air.









Harley Davidson takes great pride in their displays and is continually changing their exhibits. They have been collecting and storing everything that the Motor Company has produced including marketing posters, literature and basically anything that Harley Davidson ever produced including material in several different languages as Harley is a global company. They have done this from the very beginning so their history is well documented.

One of my favorite parts of the museum is not open to the public except for special tours. The third floor is filled with motorcycles that are arranged and stored on moving platforms. They are stacked three high and in rows of six. Each section moves so you can view each motorcycle. Most of these motorcycles come with a story documented and researched by Harley to be true. Some are rare and some just there. Some came from veterans that bought them and died fighting for our freedom. If these bikes could talk they would tell the story of our great nation and the passion we have for our two wheeled ponies. Whether you ride or dream, this is a wonderful place to see and the tour guides are full of passion, energy and knowledge. It's a place to learn and revive your sole. Especially when its 10 degrees below zero outside! Thanks Harley Davidson for showing us what you got!

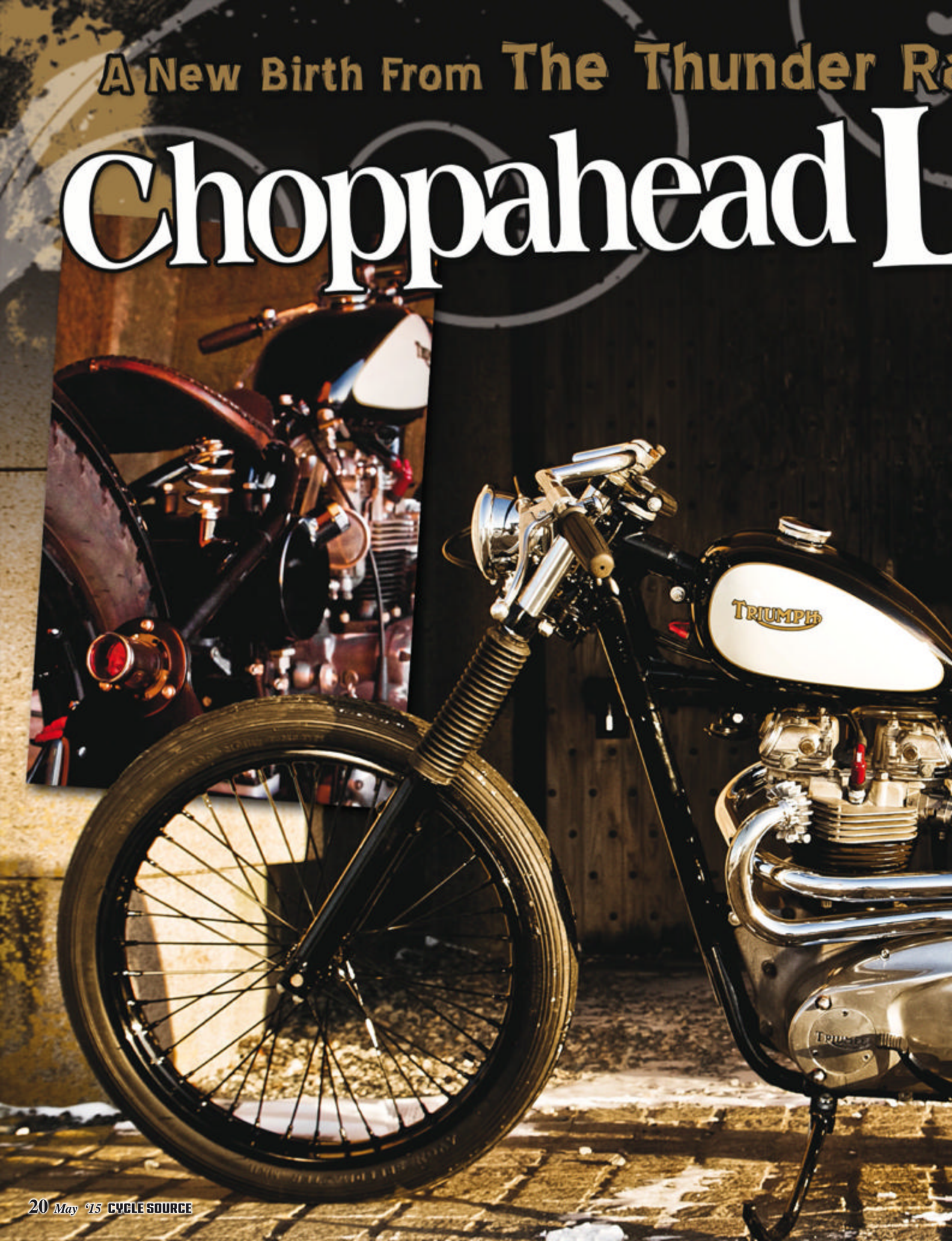
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A New Birth From The Thunder R

Choppahead L



at Series

Lucky 777

Article By: Chris Callen
Photos By: Josh Elzey / TWIG Photography

I first met Big Truth and Jay of Chopphead on the inaugural East Coast Gypsy Tour. They had a style all their own and the bikes they were building were bitchin and real. Since then we've featured their bikes several times in the pages of Cycle Source but lately things have been changing so much in the custom culture, we wanted to drop in and catch up with what they've been doing. Turns out they have reacted to the changes today by coming up with low buck solutions in addition to their now top quality standards for building a custom. Now this isn't new science, most cats who build on a budget can relate as a matter of fact. It's a thing they call their "Thunder Rat" series and it's where the story of this motorcycle starts.

"As the price of parts and core/donor projects rise, so do the costs of final builds. And not everyone can afford a complete, ground up build – so it's in our mission to build at least 1 or 2 more affordable builds each year. We know what it's like to want something cool, but not be able to afford it... hell that's why we started building in the first place!

Hence, the birth of the Choppahead "Thunder Rat" series! With these bikes, we don't skimp on design or functionality... we just cut corners where we can (but wouldn't on a full build). Maybe we use an old set of wheels that are good, but not rebuilt. Same with the front end. And we always start with a good running engine that only needs minor work (new clutch or top end, etc) – not a full rebuild. This allows us to keep the costs down and still put someone on the road and looking good!"

The Lucky 777 is one of their Thunder Rat builds. They started with a solid running bike that was bought off a friend that needed to unload it – so they were familiar with the bike and knew its' history. There's nothing worse than buying one blind and getting someone else's mess and should be avoided when possible. It began with a tear down. The guys took the original motor out, it came from a 72 oil in frame, and grabbed a stock 67 Triumph front frame section to put it in. This is a much better design when it comes to the look for a Triumph chopper than the later OIF frames. The front frame section used was stock, but had the gas tank mounts cut off. That really

didn't matter since they weren't going to use them anyhow. They mated that modified front frame section to one of their own hardtails with a 4" stretch. A Choppahead oil tank and battery box were fabbed up for it and the tins were born from an old Wassell peanut tank they had hanging around the shop and a repop Triumph pre-unit front fender used as a rear. The seat pan is a Choppahead bent standard solo type, with hand tooled leather by Jay Fortin. The design is their classic "Animal Thug" spade logo that adds that extra touch of attitude to the bike as you look it over.

The front end is actually off the original donor 72, but they cleaned it up with new fork tubes, caps/hardware, and powdercoated the trees and fork lowers. Of course that was finished off with some new gaiters. The handlebars are new Cclubmans, the headlight is a new Bates-style repop 5 ¾ standard light. Taillight is a Lucas mini on a Choppahead axle mounted light/license bracket. All the cables and hand controls are new.

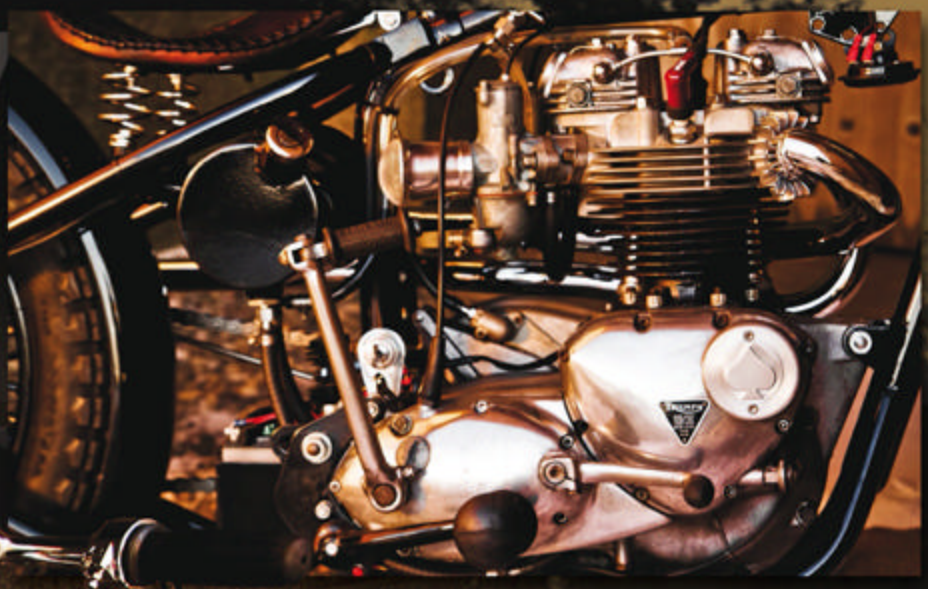
When it came to the wheels they had a 21" spoolie front, and an 18" rear Triumph wheel hanging around the shop that were both tired looking but in straight runnable condition. This is one of the ways these cats can keep the price down, they sent those to get powdercoating along with the frame, front end parts, and other bits to make them look good as new. Choppahead always sends their parts to Goodhue's Powdercoating and the results here can tell you why.

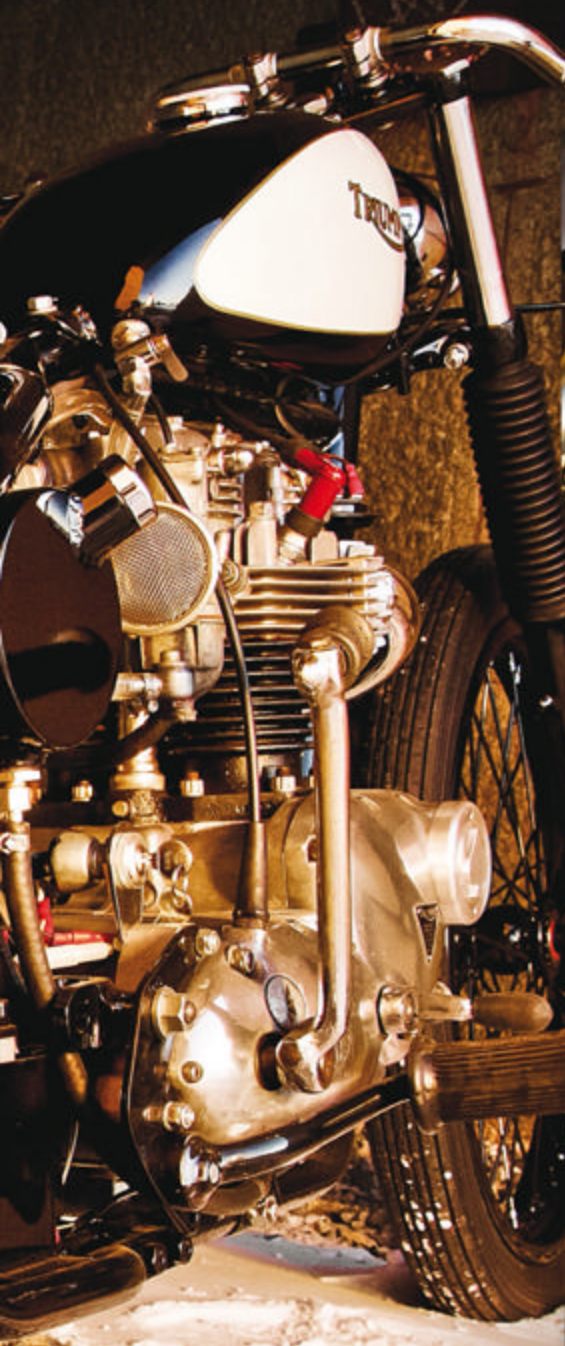
Paint on the tins was done in-house at Choppahead, but the gold leaf and pinstripe work were added on by their friend



and pinstriping legend "Charlie the One-Armed Bandit".

Even though the engine was a runner, it was still opened up for a quick inspection. The engine covers and top end came off the motor to check things out and make sure everything was in good order. With that extra piece of mind they cleaned up the engine and threw her in the skeleton, mounted with Choppahead chrome-moly SuperStock motor mounts. Brand new Amal carbs, with Velocity stacks we're used and a new Boyer ignition, Podtronics voltage regulator, and battery











LUCKY 777 TECH SHEET

FABRICATION BY: Choppahead
CITY/STATE: Boston, MA
YEAR: 1967
MODEL: T120R Bonneville
TIME: 8 Weeks
VALUE: In The Eye Of The Beholder

ENGINE
YEAR: 1972
MODEL: T120R
BUILDER: Triumph / Choppahead
IGNITION: Boyer Electronic
DISPLACEMENT: 650cc
HEADS: Triumph
CARB: Amal 930's
AIR CLEANER: Velocity Stacks
EXHAUST: Elnglish High Pipes
PRIMARY:

TRANSMISSION
YEAR: 1972
MAKE: Triumph
SHIFTING: 5 Speed, Right Side

FRAME
YEAR: 1967
MAKE: Triumph/Choppahead Hardtail
RAKE: Stock
STRETCH: 4"

FORKS
TYPE: Triumph
BUILDER: Choppahead
EXTENSION: Stock
TRIPLE TREES: Triumph

WHEELS
FRONT WHEEL: Spool
SIZE: 21"
TIRE: Avon
REAR WHEEL:
SIZE: 18"
TIRE: Dunlop K70
REAR BRAKE: Triumph

PAINT
PAINTER: Choppahead
COLOR: Black/Vanilla Shake
GRAPHICS: Charlie The One Armed Bandit

ACCESSORIES
BARS: Clubman
GAS TANK(S): Wassell Peanut
REAR FENDER: Triumph Front Mounted on Rear
SEAT: Choppahead Seat Pan
UPHOLSTERY: Jay Fortin
FOOT CONTROLS: Triumph
OIL TANK: Choppahead
HEADLIGHT: Bates Style 5 3/4 Repop
TAILIGHT: Lucas Mini

PHOTOGRAPHER: Joshua Elzey

were installed. This would chase away any unwanted gremlins that might keep the thing from coming to life on first fire. At Choppahead it is standard practice to never let a bike leave that doesn't run strong and fire on the first 1-2 kicks.

They quality that goes into their builds and the look of the finished product have consistently made these bikes the kind we want to feature in Cycle Source. Having finished this article we can say that even on their more economical "Thunder Rats" a lot of time and new parts go into each build. When it was finished the Lucky 777 went to it's new home in San Francisco. I can only imagine racing up and down the streets there, getting mad air off the cross streets on this machine. For more information check out www.choppahead.com and tell them we sent ya!

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BIG JOE LOOKS AT THE WORLD OF THE FXR RIDER

FXR SPOTLIGHT

EPISODE 11

Article By: Joe Mielke

RIZKY "MANDRA" ROSIANTO

JAKARTA INDONESIA



Last month's Spotlight was the Interwebs and all of the FXR Social Media out there. This month's Spotlight is directly attributed to Instagram and its power to connect people. The Spotlight comes from Indonesia and its capital city of Jakarta. Indonesia is comprised of many islands located in the ocean waters North of Australia and South of the China Sea. Indonesia is a place I have never been and most likely will never see. However, because of Instagram and #fxr I now know Rizky, when I would otherwise know nothing about this man and his FXR. The more and more people I am able to meet (if only through my computer) the more I'm amazed by how things like a motorcycle can connect people across countries, oceans, beliefs and languages. It's crazy. I started following Rizky on Instagram simply enough. But every time he posted a picture of his FXR the more intrigued I became by it. It set itself apart from the carbon copy club style that is so popular right now in the states. Thankfully Rizky was more than happy to share a little info about his FXR experience here.

CS: How did you get exposed to motorcycles? (Who, When, Where)

RR: I was actually banned from any motorcycle related activities since I could crawl, my dad didn't want me to follow his footsteps of riding and fighting days. He threw away all his karate trophies and sold his BMW and Yamaha XS after my birth. But my cousin's collection of Honda C70 and the smaller CBs fascinated me in my elementary school days. He would take me for a ride around the block sitting on the gas tank. My dad would be mad when he found out about it.

Later in life I was introduced to Veroland from KickAss Choppers, Jakarta Indonesia, at first to take a look at his '69 Pontiac GTO. At his garage, I was blown away with the various custom American V-Twin motorcycles that he was working on. The chopper bug really bit hard at that time. Been hanging around Vero's shop since then and soaked up all of his chopper magazine knowledge before I started to work for the H-D Dealership and got my motorcycle license. After all of this, my father surprised me with a gift from the past, a vintage Shoei S-21 helmet from his riding days. I guess he finally realized that after all of bans, I'm still following his footstep of motorcycle riding.

CS: What was your first motorcycle?

RR: After a lot of loaner scooters and two strokes, the first one would be a 1960 XLH at the age of 25.

CS: When did you get your first FXR?

RR: I got my first FXR in January 2010. After I sold the Ironhead, a friend of mine from Yogjakarta called me about a '92 FXR-P owned by a deputy chief of state police that was up for sale. Three phone calls and two ATM trips later, the bike is on a pick-up truck heading to the capital city.

CS: What led you to the FXR?

RR: The first pay check job I took was as a parts guy at the Jakarta H-D Dealership, and I got to meet a lot of old-timers that tell tales of their good old days. The subject of FXRs always pops every now and then. There is a different flare of attitude coming out from those who rode in on their FXR. That led me to learn the history and technicality of these fine machines. Also a stack of '90s custom magazines from my old H-D SOAR Officer broadened my knowledge on FXR related custom goodies.

CS: What was your first FXR?

RR: The first one and still the only one I possess is a '92 FXR-Police model



CS: What FXR/s do you currently own?

RR: Only one, a customized '92 FXR-P by KickAss Choppers, Jakarta, Indonesia with some engine hop-ups

CS: What other motorcycles do you own?

RR: A 1979 Special 90cc Vespa

CS: What do you think makes the FXR such a great motorcycle?

RR: Because Eric Buell got his hands on it! The frame itself is such a technical beauty, and also the performance it stands for.

CS: Why FXR?

RR: Why Not? While other people tend to look at the right side of the bike, I love the under rated left side where that short bulky primary is ready to deliver some hi-po fun. And of course, Mickey Rourke did not ride a softail on Harley-Davidson and The Marlboro Man.

CS: If Harley Davidson were to bring back the FXR platform would you buy



one?

RR: With Evo power plant? TC96 with pre '06 primary drive setup and oil bag under the tranny? HELL YES! But not with any of that fuel injected power plant they stuffed in the '07-up touring bikes

CS: Where is your favorite place to ride?

RR: In the city streets, splitting lanes in the heavy Jakarta traffic.

CS: Is there anything you would trade your FXR for?

RR: I guess not, my little boy already took dibs on my FXR-P, and he told me to build another one in green.





After sharing a few emails with Rizky I asked him a couple of final questions. I asked him about the SSMC t-shirt he is wearing in the photo. I asked him what the custom motorcycle scene is like in Jakarta and about the "Riding Cure" sticker on his FXR. The only splash of color on his otherwise raw metal FXR. Below is his reply. Find Rizky on Instagram @rizkymandra Thank You Rizky!

SSMC stands for Saint & Sinners MotorClothes, a backyard clothing company started by my partner, Wira (@wrabakti). It's basically a two man operation of design and production. While both of us have day jobs and family to feed, the SSMC also contributes to the local custom motorcycle scene. Both of us participate in a movement called Throttle Twisting Sunday. It's a semi organized city run that caters to the custom motorcycle enthusiast of different makes, models, and engine capacity. The attendees are requested to bring one particular thing: positive attitude. The Lane Splitting Crew was just a moniker we like to use because that is what we actually do on daily basis. With heavy traffic, Indonesian people actually uses small cc scooters to commute. There are no laws regulating lane splitting in Indonesia, we actually have to shorten our bar to fit between cars, and sometimes we need to find small back-roads to avoid the po-po's due to bike registration issues. Try to google-image "Jakarta Traffic" and imagine us riding an American V-Twin to commute here.

The custom motorcycle scene itself is as bright as flowers on parade. There are still rich yuppies on their taildraggin baggers and mammoth rear tire custom job, both there also few of us who puts passion and knowledge to our bikes. Imagine this line-up with my riding buddies; a one-kick '48 Panhead with dual Radir wheels and polished frame, a Pat-Kennedy equipped Shovelhead in a '65 swingarm frame, a fully Speed Merchant equipped new Bonneville Triumph, a Perewitz built Shovelhead FXR, and another FXR built by Arlen Ness himself as a birthday gift for Cory. Yes, we do have all of that in a developing country in the middle of South East Asia.

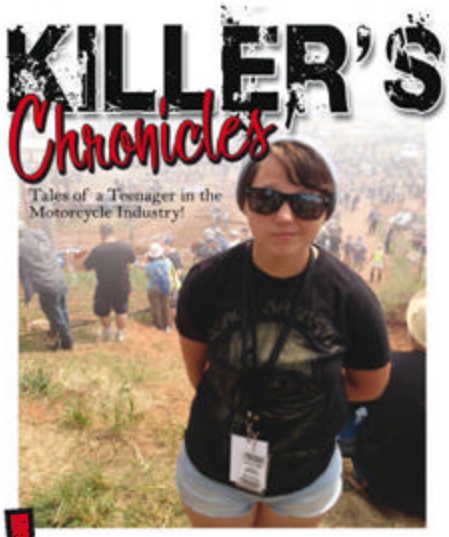
With that big of a gap of influence (between the rich yuppies and those who sweat WD-40 and breath leaky oil fumes), and those of social and financial status, me and some of our friends from Lawless Jakarta put up a sorta grass roots event named "Sekepal Aspal Indonesia" (a fistfull of Indonesian asphalt) that showcased Indonesian brightest talent of craftmanship in a custom motorcycle related scene. It's a "chop what ya got" kinda spirit exhibition, trying to blur the gap between the big bike riders and the general population of daily commuters.

The "Riding Cure" sticker was one of the stickers we made when the Sekepal Aspal Indonesia crew organized the Distinguished Gentleman's Ride Jakarta 2013. It's a personal reminder of how my FXR-P went to hell and back on that day. Due to miss calculating fuel line length and forgetting to clamp the fuel line on a rubbermount machinery, the fuel spilled on the magneto and ignited a blazing flame that burned the top half of the bike. The bike was running on Quantum 4Valve heads, dual S&S Super E's, and Joe Hunt Magneto on a Burkhardt cover at that time. Luckily, it all happened at the starting point of the run, and a bunch of my friends were there to help put out the flame. Those friends also helped a lot during the recovery process. Parts sourcing, fund raising, and endless moral support being poured to help me rebuild the bike in six month. The sticker was put there as a gesture of gratitude to those who helped me go through all of that. "I Wear That For My Heroes!"

I guess that's all I could tell you 'bout that topic Joe. Will be more than happy to let you know if there is anything else you need.Warm regards,

Rizky Mandra

Bitchin! As always if you want to be in a future FXR Spotlight, email me at mielke@mit.midco.net or find me on Facebook (Joe Mielke, FXR Friday) or on Instagram (@sodakbigjoe @ fxrshow_fxrfriday)



Just a foreword: this article won't really be about motorcycle things or the magazine (for the most part) and I hope that's okay with you guys. It seems like only yesterday that I was taking my first steps into high school as a freshman and now all of a sudden I'm an almost graduated senior, getting ready to don my cap and gown and take on the world. In my past few articles I've talked about the things I'm learning from Chris/ my Mum and all the responsibility I carry with myself. I act as if I know what I'm doing and like I have my stuff together and sometimes I don't think I know what I mean. I'd like to think that I'm this independent and responsible young adult who can take care of herself but half the time I can't even remember to take the trash out when it gets full. I'm really just an inexperienced kid and to make myself think that I'm able to handle all these adult responsibilities is absolutely absurd because I know in my heart that I'm not ready or even fully capable to do so. Last month I didn't have an article here because I didn't take the responsibility/initiative to talk to Chris about it so it could get done. I let down not only my parents and you guys, but myself, because I thought I could handle it. I really did. But I can't and it's terrifying to think that I'm supposed to be ready to leave the nest but I don't even know how to fly, mainly because I haven't taken the time to learn. My whole life, things have pretty much been handed to me, I never had to really work hard at much. And that's not to say that I had bad parents, 'cause my mother is off-the-charts amazing. It's that as I got older, I had no sense of initiative or responsibility and I let myself get lazy and unprepared. I mean I'm smart enough to be ahead of my grade but now I'm sitting at my desk wondering what the heck next year is going to be like because I wasn't smart enough to plan it. Ten years from now it won't matter what musical I was in or who my friends were, but the things I've done, the things I've learned that made me a better person. I realize now that that's what truly matters and that's what I need to focus on. Being a better person, being more responsible and reliable, not only for the magazine/ future employers but for myself and my future. And to be completely honest about the future, It's scary. Waters yet to be tested, new ground. There's so much about the world and adult life that I don't know. But what I do know is this: I'm not ready, and that's okay. A few weeks ago I had a lengthy discussion with my mother and Chris about my lack of responsibility and my impending future. It really made me open my eyes and think "Wow, I need to be more serious about this, seeing as it's the rest of my life." So I'm going to do my absolute best, for my parents, for myself, and especially for you guys. Thanks for reading and I once again apologize for my lack of responsibility. There's gonna be some big changes around here! (and by around here, I mean personally, you guys are fine.) Once again, feel free to send me any questions or comments (or concerns for my mental health and safety) at cyclesourcekiller@comcast.net, or send me letters! I have the same address as Chris, ya know, cause we live with him. So yeah, do that, Catch ya later!

CYCLE SOURCE



THE INCREDIBLE ART OF JAMEY JORD

Article By: Chris Callen

It was a few years ago that I was introduced to Mike Mittler. I already knew of his company, Mittler Bros. Machine & Tool by the reputation of his tools and it was a blast spending a day with a man who was as passionate about what he does as Mike is about Mittler Bros. Now we have covered the use of Mittler Bros. Tools in tech articles, talked about their quality American manufacturing and innovative nature, but lately there has been a new direction taken with one of the tools that I have watched with great admiration.

The direction is the actual art being made on a Mittler Bros. bead roller by a young man out of Meridian, Mississippi: Jamey Jordan. Jamey's designs are amazing creations stand alone, but are unparalleled in this media. The use of simple sheet metal folds to create shades and texture, or the appearance of, is an art that was unheard of before he got his hands on his first bead roller. Today, so many people know of this cat and his work, we felt it was about time to sit down and get some facts on where he came from and how he ever looked at this very industrial tool and thought he would one day make fine art with it.



At 35 years old Jamey has come up fast for the accomplishments of a man his age. His love of mechanical things started off back in High School with mini trucks. He had taught himself how to weld by the age of 16 and was always tinkering with something. In spite of his passion he went the traditional route of getting a civilized degree from community college in drafting, but soon realized he wasn't

DAN

cut out to be a desk jockey. So in 2002 he packed up his drafting pencils and headed off to Wyotech in Wyoming to be properly schooled and furthered his education from there to a welding school in Florida. During that time he lived on the beach and worked for a bike shop and a few hot rod shops in the area. Once he graduated he moved back home to apply his trade. There he went to work for a hot rod shop and was giving it all he had. He slept on the couch at the shop more than his own bed and took the whole paying his dues thing to the extreme. During his off hours he was starting to make and sell bike and bomber seats on E-bay. He had a nice little flow of business going and a good thing too as the shop he was working at fell on bad times and with six months' worth of back orders for his personal work he decided to break out on his own. During this time, like so many that launch a small business, Jamey sold just about everything of any value that he had to get it off the ground. A year later the orders were coming in, the overhead was low since it was running out of his garage, and he was starting to develop a good rhythm when he realized that he was out of work. It wasn't that he didn't have enough work for himself, in fact too much. He had hit the proverbial ceiling. If he wanted to take the next step in his business he would have to find a way to out work the work.

This was about the time that Jamey started to play around with a bead roller. What is a bead roller? A bead roller is a tool that is traditionally used for making decorative bodylines on automotive panels or flanges on sheet metal panels to make them sit flush. He was fast to learn what he could and couldn't do with it but he kept pushing the limits and taking it further. It started simple, doing seats, since Jamey wasn't in a position to say no very often he took on any work he could. He would tell customers that he wanted to try something and if they didn't like it he would re-do it at no charge. Since he was still a one-man show and keeping the overhead low he could afford to mess around with stuff all night. It was then that he started to develop bead rolling into an art. So for any of you that haven't seen this man's work, what am I trying to say about it being art you might ask? Well, just this; what Jamey does is art in the highest form. He uses a media that you can't erase; he doesn't paint or change the finish of it either. By simply creasing parts of the metal and changing the way the light interacts with its surface he crates shading and colors. It's all about negative space like good tattoo art is these days and Jamey has a









knack for spotting the right lines like none other. Having that knack is of the utmost importance if you consider that you only get one shot. If you make a mistake, no matter how many hours you might have an a piece, it's back to a blank sheet.

Jamey was getting better and better but the tools were now the only thing holding him back. He had been in contact with Jason at Mittler Brothers for a couple of years when Mike Mittler decided to make him a deal. He gave Jamey a bead roller in exchange for him teaching his skill at trade shows for the company. With Jamey on board Mike could really show people what the tool was capable of. After a short while of working these shows Mike presented the idea of Jamey helping to develop new tooling around the bead roller. This was the break Jamey was looking for an he showed up day one at Mittler with a box full of ideas on how to make the tool better. Of course, Mike being a well tenured man of the tool industry he knew that too much at once would never fly. He allowed one change on their first run and more the next year. Since then Jamey is getting to be a well-known name in the metal shaping industry. His signature series tools, including the new Shrinker / Stretcher, are some of the best tools on the market and have come along with the



level of fabrication that goes on in both the custom auto and motorcycle industries today. It really has moved into the field of art as well as metal work after all.

Today Jamey talks about Mike Mittler like so many of us do; he is his hero. That one chance changed Jamey's life and brought his art to the forefront of our culture. Of course Mike is way too proud a man to acknowledge such accomplishments personally so we are happy to do it for him. Keep watching Mittler Brothers social media feed and look for them at trade shows across the country. Hell, you might even get a firsthand lesson on bead rolling from Jamey Jordan himself.





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VOICES OF THE BADLANDS

Article By: Jim Red Cloud

In the Lakota religion there are seven sacred rites. Seven ceremonies that are the basis for the Lakota way of life and the foundation of the traditional religion. One of these rites is called *Nagi Gluhapi* – or Keeping of the Soul – and it is done when a loved one dies so their spirit can be purified and they can reunite with *Wakan Tanka* (the Great Spirit) on the other side. The ceremony has the added benefit of allowing the family to walk with that spirit a while longer and provides a time of healing before that loved one leaves this earthly existence forever.

The Lakota have a name for this observance but, any one that has lost a loved one knows what it's like to hold on to that person through the process of grieving. As we struggle to accept the new and very different world we now live in. How can we reconcile a world without that person in it? Whether it was a father, a mother, a brother or a child – it doesn't matter. Nothing will ever be the same without them. There is a void where that person used to be. A hole at the very core of your soul. So you carry a trinket, a lock of hair or a picture. And you hold it close; trying to keep their spirit close until, eventually, you become strong enough to let them finish their journey (*Icimani)* home…

Different cultures have a number of different customs… Keeping of the Soul… Tibetan Sky Funerals…. The Madagascar Turning of the Bones… Latin America's *Dia de los Muertos* (the Day of the Dead)… The Surfers' Paddle-Out-Ceremony with its roots in the Polynesian way of life… And – in the biker culture – there is The Last Ride.

For several riders, the Hoka Hey Motorcycle Challenge was that Last Ride with someone they had lost. Some of these Challengers carried ashes with them; others had a picture of their loved one inside their saddle bag or taped to their gas tank. They rode the Challenge with that spirit as a way of remembering and honoring the departed.

Since the 2010 inaugural event, we have lost four Hoka Hey warriors – Chuck Lynn, Kenneth Greene, John Anderson and Newton Pereira. Now we ride with these four brothers who have passed on doing the thing that they loved which is riding their motorcycles. More than one of these Challengers was riding in the HHMC to help bring attention to the plight of Indian people on Pine Ridge reservation – or they may have had other, more personal, reasons for riding. But each one of them became willing to face adversity so that they could gain strength enough to become the muscle behind change. They intended to become a force against the indifference and apathy which plagues American society today. These four riders gave their lives to make a difference and when anyone is prepared to pay full measure for something they believe in that deeply then that life, and that death, has to be honored. When you talk about honor and integrity, compassion and respect then you have to honor and respect your fallen warriors.

There won't be a Hoka Hey Motorcycle Challenge this year. Instead, in July, the organization will be holding a historic Memorial Ride for our fallen riders and departed family/friends. *Everyone* is invited to attend and to bring the spirits of their relatives with them. There is no entry fee, you don't have to be a Hoka Hey Challenger, you don't have to ride a Harley and it doesn't matter if you don't have a spirit to ride with… We need your support to ride our spirits home.

We will meet at the Green Acres Motel and RV Park in Red

Cloud, NE on the 30th of July. Good people, good camaraderie and an opportunity to sit and visit and swap stories. I always talk about that flame that burns in some people but which burns out in others. So, if you want to meet people who carry a really bright flame then come and meet those who ride the Hoka Hey Motorcycle Challenge. Or, if you've ever wondered what's wrong with the people that ride the Hoka Hey... Now is your chance to find out for yourself – it's a family, it's a huge and welcoming family that you are invited to be a part of. We've had riders from 10 or 12 different countries participate through the years so there will be many diverse religions and cultures riding and remembering together. Share tips and secrets and at the same time remember why we're all coming together this time – to honor our dead. So, bring your friends (even if they haven't lost any one) and become a part of the Hoka Hey family. It will change the way you look at long distance motorcycle riding.







On the morning of the 31st we will gather at the Geographic Center of the US near Lebanon, KS. A Lakota Holy Man will bless the bikes and give us our starting prayer before we depart as a group and ride to Hot Springs, SD. If you've ever been a part of a couple of hundred people on a Memorial Ride; this one will be a little different because , when dealing with the passing of an individual, the Lakota way is to stop four times to pray between start and finish. This will be an epic 12 hour long ride – but we will see it thru. And, when we arrive in South Dakota that evening, all riders are invited to camp at the Hoka Hey property where we'll be putting on a feed and providing free beer!! There will be tipi, a wall tent and a Lean-To for those without a tent or without inclination to sleep under the stars.

Saturday the 1st is the unofficial start of the 75th Sturgis Rally and we will leave Hot Springs at about 1:00pm headed for Sturgis. At 4:00pm we will hold a Parade of Spirits down Main Street together and end at the new Indian Motorcycle Sturgis store where they will put on a feed and a party in honor of our fallen. One of the owners is a Hoka Hey rider himself (Chris Johnson, #75) so he knows how grueling and unforgiving the Challenge can be. He understands what it takes to survive "*The Toughest Ride for the Toughest Riders on Earth!!*" so it's going to be one Hell of a party!!

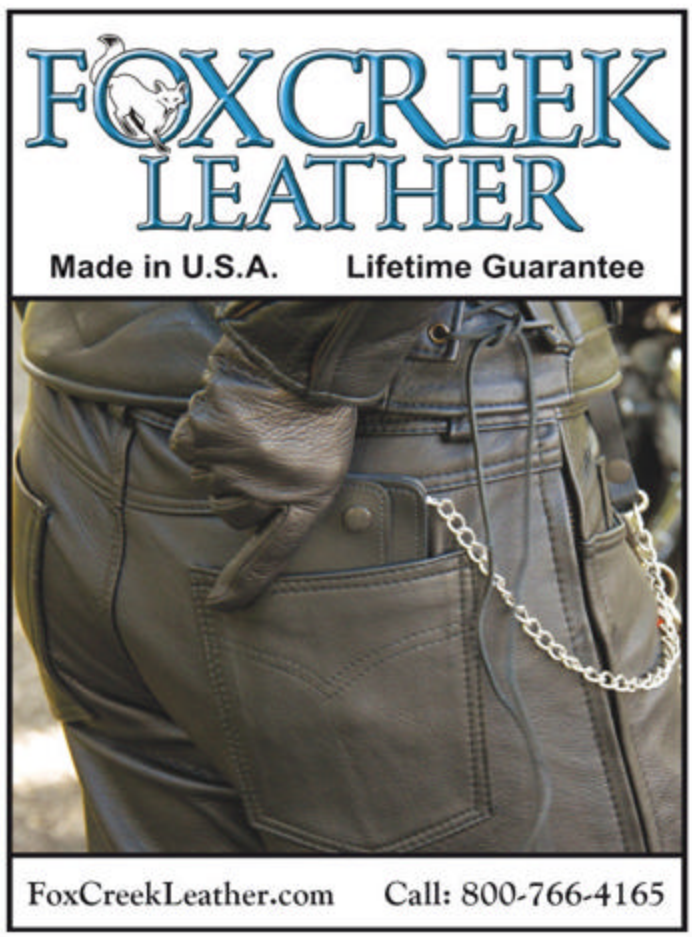
We ask that you register by going to the Hoka Hey website (www.hokaheychallenge.com). The ride is free but registration will help us know how many riders to expect and how many commemorative patches to order. You can also pre-order your t-shirt online and these will be on hand before the ride.

Those of us who practice traditional Lakota religion will be just finishing up our Sun Dance on July 26th and will be riding down right after we finish dancing for 4 days with no food and no water – so we'll already be tuned in to a lot of really heavy emotions & spirituality. The fact is; we need you. This will be an emotionally rough ride so I'm asking everyone to come hold one another up. Let's eat together, pray together and share stories together. You can go and enjoy the 75th Sturgis rally but *Giksuya* the *Waphias* (remember the spirits) of our loved ones... This is the stuff that we do from our soul – not from our minds – and if we can all help each other get through this Last Ride together with our relatives, then it will be something that you'll remember for the rest of your life. Join us for the *Shanku Waphia* (the Spirit Road) back to Sturgis, back to the Black Hills – *Paha Sapa.*

... You may already know that I lost my only son in 2011. He and I used to do everything together. We surfed together, hunted and fished together and we rode together. But, we never got to ride the Hoka Hey Motorcycle Challenge together. This Memorial Ride will be healing for me as well as many others. Many of us have kept these souls with us for so long that this ride will help us to secure their memory – but to release our own suffering.

... I used to ride with my son... Now I am *Isna la (*alone).

CYCLE SOURCE



Article & Photos By: Mitch "Magoo" Bodine

ROLLIN BON BEACH RACIN

I met Mark Stevens from Rollin' Bones Motor Co in 2013 at The Race of Gentlemen, also known as TROG. While was talking to him about his sweet ass Panhead that we featured in these very pages of Cycle Source he told me that he was really into the whole beach race and he might have to put something together for the following year. Fast forward to the 2014 edition of The Race of Gentlemen and who do I see with a badass knuck racer, you know it! Mark did put something together in his unmistakable style. He gave me a little insight into his race experience. Mark says that it feels like the right thing to do with these old bikes. The whole event had a great vibe. He said he was a little nervous and overwhelmed at first. His only racing experience was a long time ago as a kid when he did some flat track racing. As he put more laps on the knuck he got more comfortable racing on the beach. As the day went on the track got a little rough on the top end side and he could hear the coil springs on the springer bottoming out. It was definitely a rush! All in all the knuck performed flawless and Mark had a blast.

For the technical side of this story it all starts with a 1947 knucklehead motor that Mark bought off of a guy from Maryland 3-4 years ago. He told me it was one of the nicest and cleanest motors he has seen. Numbers matching, no welds and nothing hacked up. When he got it home he gave it the once over and confirmed the inside was as clean as the outside. He kept everything stock and just freshened it up. A

ES BLEW EM AWAY AT TROG WITH HIS

G KNUCKLE



Linkert M-35 carb was used, he told me he didn't like tinkering with them way back and he is still not real fond of it. So now that he had the motor ready to go for this project, he needed a frame.He decided to do a little shopping at the swap meet when he took the Panhead that we featured to the 2014 Rhinebeck Grand National Meet. Mark found a very nice 1956 straight leg frame but it was a little too rich for his blood but when the show results were announced and his Panhead won Best in Show he scored an easy $1500- cash money. A deal was quickly made on the frame, things had a way of working out. A stock trany was rebuilt using an Andrews close ratio first gear. Mark mounted it an inch higher in the frame to help a little with clearance. It also makes the crank center, counter sprocket shaft and rear axle all in line. For wheels Mark had a set of original 1941 Harley 18" wheels in beautiful condition. Period correct Firestone tires where mounted up as the weapon of choice for traction on the sand. He had a 1930 RL I beam springer that need a little work, so a new neck was installed and it was good to go. In keeping with using old original pieces Mark found some Hellings handlebars from the 1940's and some old Flanders trees and risers. For tins it wasn't so easy,

he had an original knuck fender but it needed lots of love to get it looking nice. The tanks where a different story, he couldn't find any within budget and didn't have any in stock. Mark went to plan B, he used an old Alien tank and split it, massaged it to fit and welded some bungs on for the tank shift...perfect! For shift linkage some original parts and some repop parts where fabricated together with some of Mark's magic. It worked perfect first shot. The exhaust is pieces from old shovel and pan pipes that he had laying around the shop and welded up to make a sweet knuck racer exhaust.

After all the parts where collected the build went together very quickly. Mark didn't get paint on the frame until the Saturday before the race! The bike was completed the day before they left to go to TROG. Mark didn't get any real seat time on it until the actual race day. Mark Stevens knocked it out of the park with this knuck racer. I can't wait to see what he comes up with for the 2015 Race of Gentlemen. He told me he has a flathead motor and a VL frame and a 1940 knuck motor









BUSTED KNUCKLE TECH SHEET

OWNER: Mark Stevens
CITY: Binghamton, NY
FABRICATION BY: Mark Stevens
YEAR: 1947
MODEL: Knucklehead
VALUE: Make An Offer
TIME: 2 Weeks

ENGINE
YEAR: 1947
MODEL: FL
BUILDER: Mark Stevens
IGNITION: Magneto
DISPLACEMENT: 74 ci
PISTONS: Cast
HEADS: Stock
CAM(S): Stock
CARB: M35 Linkert
AIR CLEANER: Panhead
EXHAUST: Mark Stevens
PRIMARY: Chain

TRANSMISSION
YEAR: 1947
MAKE: Harley-Davidson
SHIFTING: Tank Shift

FRAME
YEAR: 1956
MAKE: Harley-Davidson
RAKE: Stock
STRETCH: Stock

FORKS
TYPE: 1930
BUILDER: Harley-Davidson
EXTENSION: Stock
TRIPLE TREES: Flanders

WHEELS
FRONT WHEEL: Harley-Davidson
SIZE: 18" x 450
FRONT TIRE: Firestone
FRONT BRAKE: Springer
REAR WHEEL: Harley-Davidson
SIZE: 16 x 5.00
REAR TIRE: Firestone
REAR BRAKE: Stock

PAINT
PAINTER: Newt.
COLOR: Red
TYPE: Basecoat
GRAPHICS: Ed Shelp

ACCESSORIES
BARS: Hellings
RISERS: Flanders
HAND CONTROLS: Harley-Davidson
GAS TANK(S): Newt.
REAR FENDER: Knucklehead
SEAT: K Model
FOOT CONTROLS: Harley-Davidson
OIL TANK: Stock Sectioned 1"
HEADLIGHT: N/A
TAILLIGHT: Bicycle
SPEEDO: N/A

PHOTOGRAPHER: Mitch "Magoo" Bodine

in pieces that would be a good start. Hmmm tough decisions! Mark can be reached at Rollin Bones Motor Company, 536 Old Front St, Binghamton, NY, 13905 607-773-1340 You can also find him on Face Book at Rollin Bones Motor Co





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Photo By:Viva Van Story *Bike: Indian Larry Motorycles* *Model: Calamity Amelie*



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PART 2



Article By: Chris Callen Photos By: Heather Walker

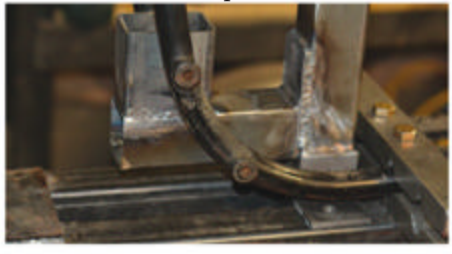
So we last left off with the bulk of our frame jig finished and attached to our table. Since the first job on the chalkboard at Flat Broke Chops & Rods is the Ironhead Sporty we are doing for the Sportster Challenge at BMR this year, we are going to build the uprights to hardtail that frame in this issue. This is just a guide to how we are doing this and is not, by any means, the only way. With that said, let's get started.



The first step will be the front motor mount locator and upright. We decided with the proximity of the front and top motor mounts, we could get the job done in one upright. We took a 2 inch by 2 inch piece of quarter inch box tubing and positioned it between the front and top mounts.



For the bottom front motor mount we simply added an additional section of the same box tubing off of the upright and welded it into place.



On that tubing we added a section of 2 inch by 3 inch quarter inch box tubing and welded it into place.



Here's a good opportunity to introduce some of you to a tool you might not be aware of, the transfer punch. This punch will give you the exact center of the specific sized hole you are locating.



Using the transfer punch we locate the spot to drill to mount our fixture

to the front motor mount of the frame.



Using the drill press we drill out the holes in three steps, pilot hole first and then graduated sizes.



We figure out the spacers needed to keep our frame in the center of the jig and dry run the hardware.



Now on to what was a much harder proposition, the rear motor mount upright. Due to the angle that the Ironhead motor mounts are at, the fixture must be made on that same angle.



Using our transfer punch again, this time with our Led Sled hard tail kit. It was easier to use the hard tail as a template for our motor mount holes. We located the holes on a piece of quarter inch plate and took it to the press.



Just to make sure we use an automatic punch, a couple of times, to get a good strong dimple to drill.



Again the holes are drilled in three steps, pilot then larger bits until the desired size is reached. This practice reduces the pressure on the drill bits thus reducing wear and maintaining accuracy.



Using an electric angle grinder, the corners are rounded off and the drilled holes are deburred before we mock up the fixture plate.



With matching spacers we fix the plate to the stock frame.



With the tight space we have between the rear of the frame and our frame tube lock down bars, we see we have to cut away some of our upright to make it fit the angle of the motor mount plate.



We use the same 2 inch by 2 inch angle steel to mount our upright to the main rails of the jig.



With everything clamped in place nice and tight, we tack weld it all in place. Before anything moves we scratch location lines on the main rails of the jig to locate the position of the upright mounts.



We disassemble the jig again and do all the final welds on both front and rear uprights.



Our old friend the transfer punch in use again, this time to mark the location where we will drill through the main rails to mount the uprights.



It would probably be far better to use a magnetic drill press here but we do the best we can to keep our electric drill straight as we make the holes needed to mount the uprights.



Using grade 8 three and one half inch bolts, we attach the uprights to the rails.



All the fixture work complete, we are ready to get to work on this Ironhead, and any other that comes along after it.



We slide the stock frame over the new uprights, the rear has to be put on as the frame goes on.



Next we reinstall the frame rail lock down bars.



With everything in place and tightened down we run our line level to see what we have as far as alignment and to our extreme relief it's dead nuts.

At this point we are about $450 into building this jig and now ready to cut this frame and install the Led Sled hard tail kit. Right after that we will be moving on to making big twin uprights so we can work on the stainless steel frame again. Stay tuned and watch for all this in video format on cyclesource.com



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KILLIN TIME
On Tour With X



Article By: Xavier Muriel

Hello Again fellow oil slingers, well this month has proven to be a great one! To start off with I had the most AMAZING opportunity to play the world famous Budokan in Tokyo Japan!! For a musician or band playing there is a HUGE deal, in the states we have a few places that in your life time if you get the chance to play them you've reached a mile stone! There's Madison Square Garden, Cobo Hall, and of course your hometown arena I'm blessed to say I've done them all, but playing The Budokan is probably for me the #1 on my bucket list! If you've ever heard Cheap Tricks version of "I want you to want me" then yes you've heard that song recorded at the Budokan. The crazy thing about flying to Japan is that you loose a day then get it back so for this trip we left on Tuesday and returned on Friday so it was a very quick trip, I wasn't even over the jet lag getting there before I had to return HA!!! So when I got back I didn't know whether to eat breakfast or go to bed...All in all it was an experience I'll never forget.

We've been home most of the last months writing and recording the next record which we hope to have out by spring. Then it's back on the road to support and see all of our friends across the country, and you can bet I have a whole new list of shops to check out. I'm sure I'll be buying a whole new batch of parts for the shovel build, which by the way is going along great. I recently was faced with purchasing a new drill press and after doing all the research on ALL the different makes and models (man there's a lot) I stumbled onto a Vintage Craftsman that an ol timer was selling on Craigslist. He was cleaning out his garage and like most of us has accumulated a large amount of tools in his many years building and maintaining his bikes, cars etc... We talked for hours about how things have changed over the years. He went on to explain how nothing back in the day was made out of plastic, it was all iron because it was built to last a lifetime with proper maintenance. We compared stories of the music industry and the quality of things made today as opposed to the yester years and how things just don't last the way they used to, but I guess that's part of the evolutionary process, quicker, faster, cheaper... My point I guess is that sometimes faster, cheaper, easier isn't always better. Look, I'm as into saving where I can but when it comes to stuff that I want to have around for my kids to have I'm willing to pay for it. When my ol man passed I kept all of his old power tools that were made of iron and steel. I had a younger friend helping me the other day in the garage and I asked him to grab the corded drill out of the bottom drawer of my work chest and when he picked it up he said "Dam this thing is heavy" and I replied "sure is and it's been in my family for 50 years and still works great" he laughed and said "guess they don't make em like they used to".



Again that's why we love old Harley's because #1 if taken care of properly they're bullet proof and we remember them from a time when quality and pride went into the product. And that at every major event or even at your local pub you can see sitting on the street (usually with a lil oil under it) and we stop and goo and ga over the machine. #2 we love to see these old workhorses brought back from the dead and made to live and breathe again. For us there is nothing better on this earth... I always manage to learn more from ol timers than I ever could from a manual, their stories are like looking into the past when there wasn't all the distractions of today and technology. They had to make tools to make things work and I love that. Putting the mind to use rather than clicking on the phone for an answer...I'm proud to say that the drill press cleaned up well and has made easy work of what I needed...Thanks ol timer for the great stories and for sharing advise that I'm sure took you years to acquire and for a piece of history that I will pass on. On another note here is the latest pic of my shovel build that I'm slowly getting together. I forgot how crazy I become with all the little details that keep me up at night and consume my thoughts through out the day, but man when a plan comes together and I get to sit back and look at it, what an awesome feeling!!!!! Well my Brothers and Sisters as always Take Care and Safe and Happy Riding!!!!

X.



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THOU SHALT CONQUER - BEN JORDAN

BUSTED K

Article By: Roadside Marty Photos By:Carsten Fritzen

When you ask most bikers what their favorite Harley engine is most of them will say either a Panhead or Shovelhead and for a few it may be the Evo or possibly a Flathead but for quite a few the gleam and excitement in their eyes and voices will tell you that the crown jewel would be a Knucklehead! Just the word can start many conversations on how much that individual has always wanted one or knew someone that had one and how much they loved it. At the time Harley debuted the first Knucklehead for the 1936 model year America was still a bit bruised and battered from a number of experiences that only proved how strong we were as a nation, everything from prohibition, World War 1 and the Great Depression all made up the resolve that America is known around the world for. Well Harley Davidson was no different. From 1936 to 1947 Harley produced the Knucklehead in many forms just as they have with some of their other models, everything from police units, military purposes to civilian models, the Knucklehead saw it all. Granted there were a few problems in the beginning that gave the new OHV motor a bit of a reputation but as usual the Factory corrected those shortcomings and for the record many believe that a rush to production to outdo their bitter rival of the day Indian Motorcycle Co, was the main reason for most of these early problems. I've heard many people say that they don't see many Knuckles either on the road or even in museums and I believe that one of the reasons for this to be that the actual production numbers for the entire 11 year run were for the most part very low. That coupled with the



KNUCKLE















70's Chopper craze really took a toll on most of them.

Ben Jordan was one of those bikers that had always wanted a Knucklehead but never seemed to be able to find one so you can imagine his surprise after looking for one for 10 years he finally scored one at a local bike show in Charlotte N.C. You see Ben lives in a small town called Waxhaw in the great state of North Carolina where he runs an industrial paint business that specializes in painting OEM manufactured parts for companies like Caterpillar, Freightliner and John Deere to name a few. As director of operations Ben feels that you should support your country by buying USA goods whenever you can! Like most people building bikes started out as a hobby and Ben says he still does this for fun which is why he says he only builds one or two bikes a year, always one at a time in his garage like he always has. He's been known to build a few for friends but for the most part he builds and rides them for a while and then puts them up for sale to help with the next build. He says he hates to work on a build so long only to give it up as soon as it's done.

I first met Ben at a pre Smokeout party hosted by Ian Staudt of Bad Monkey Motorworks in Columbia SC. He was on one of

those builds that he was planning to sell and I could tell he was a solid dude who had a helluva eye on what works and what doesn't. Ben's not the kind of guy who sets up at shows but the local show where he scored this Knuckle had a small meet that he and a few buddies set up at to sell some parts and swag, they got there early to set up and as they were unloading a few Shovels and his Pan he noticed an older graybeard watching them who also had a booth with a few older parts but mostly had stock take offs. Shortly thereafter Ben said he rolled an older looking bike from his trailer when walked over to take a look he was blown away…a 47 Knuckle in a real deal Knuckle frame…THE HOLY GRAIL!!!! The graybeard saw Ben looking at it and smiled and when Ben asked if it was for sale he replied "The Good Lord told me that if I brought this bike out here today that I would sell it. He also told that you were the one that was going to buy it when I saw you looking at it!" So after a bit of back and forth with the ol boy Ben came away with this baby for a decent price!

Ben decided to go a different route with this bike once he got it home, instead of chopping it he started researching how to do a restoration but decided that a full restoration wasn't what he was after. At that point he joined the AMCA and after seeing the detail that some of the guys were putting into their bikes he stepped up the game and found the correct 47 frame in California and since the 46, 47 and 48 models had an offset springer that's what had to be used. One was sourced in Connecticut while the rest of what was needed came from friends as well as various swap meets and Ebay. One friend that Ben was definitely lucky to have was Matt McManus who gave up his own bobbed 47 Knuckle as a reference point, I'd like to take a moment and agree with Ben in regards to Matt who sold me the heads on my own 46 a few years back, he is a vast wealth of knowledge and has a large collection of hard to find parts. Once Ben began to assemble the bike with the correct OEM parts and hardware he wanted it close to original but he wanted the bike to have a little attitude as well as character. For instance the bars which are actually made up of three sets of OEM bars, two sets of Panhead bars and a top clamp from a set of Knucklehead bars. Our very own Kevin "Teach" Baas hooked Ben up with one of his sweet rippled wheel covers, while Lock Baker is responsible for that incredible taillight! The motor was actually toast when Ben originally got it so he had Ben's V-Twin do their magic, which included a set of 80" Truett and Osborn flywheels as well as a nice Andrews cam that gives this baby a little get up and go. With the stellar reputation that Ben's V-Twin has I'm sure she's rock solid, those Carolina boys know a thing or two about horsepower that's for damn sure! The incredible paint job was done by Ryan Young at Indocil Art and Design and along with the rest of the gloss black pieces it really grabs your eye! Michael Lewis from Violent Choppers laid that



BUSTED KNUCKLE TECH SHEET

OWNER: Ben Jordan
CITY: Waxhaw, NC
FABRICATION BY: Ben Jordan
YEAR: 1947
MAKE: Harley Davidson
MODEL: Knucklehead
VALUE: You Tell Me
TIME: 2 Years

ENGINE
YEAR: 1947
MODEL: Knucklehead
BUILDER: Harley Davidson
IGNITION: Points
DISPLACEMENT: 80
PISTONS: S&S
HEADS: Harley Davidson
CAM(S): Andrews
CARB: Linkert
AIR CLEANER: Roth
EXHAUST: Jordan Designs
PRIMARY: Primo, Harley Davidson

TRANSMISSION
YEAR: 1947
MAKE: Harley Davidson
GEARS: Tank

FRAME
YEAR: Late 47
MAKE: Harley Davidson
RAKE: The Leaves
STRETCH: In The Morning

FORKS
TYPE: Springer
BUILDER: Harley Davidson
EXTENSION:
TRIPLE TREES: What ??

WHEELS
FRONT WHEEL: Harley Davidson
SIZE: 19"
FRONT TIRE: Avon MKII
FRONT BRAKE: Harley Davidson
REAR WHEEL: Harley Davidson
SIZE: 16"
REAR TIRE: Avon MKII
REAR BRAKE: Harley Davidson Drum

PAINT
PAINTER: Indocil Art & Design
COLOR: Black
TYPE: PPG
GRAPHICS: Indocil Art & Design
MOLDING: On The House?
CHROMING: Not Much

ACCESSORIES
BARS: Jordan Designs
HAND CONTROLS: Harley Davidson
GAS TANK(S): 47 Only Harley Davidson
SEAT: Emore Leather
FOOT CONTROLS: Harley Davidson
OIL TANK: Harley Davidson
HEADLIGHT: Unity
TAILLIGHT: Eastern Fab
SPEEDO: Harley Davidson

PHOTOGRAPHER: Carsten Fritzen

sweet shift knob on Ben and he says it's one of his favorite pieces on the bike.

For some people in the motorcycle community the term "period correct" really irritates them but for me this bike embraces that timeless period of custom bikes that was created mainly by returning veterans from WW2 and lasted until the mid to late sixties, bikes that utilized mainly stock or slightly modified Harley parts that provided the owner the ability to make his or her bike their own and not sacrifice function over form. I think Ben did an outstanding job with this bike and I'm thankful that I was able to write this feature, I certainly hope y'all enjoy reading it as I did writing it!!

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($5,695.00) from Harley-Davidson® is offering the ultimate in factory-engineered street performance, this 120-cubic-inch engine is designed for bolt-in installation in an Original Equipment-style Harley-Davidson Touring chassis with no required fabrication or engine mount relocation. Equipped with a Screamin' Eagle 58mm Throttle Body that's 18 percent larger than stock, this engine is capable of producing 106 horsepower and 117 lb-ft of torque at the rear wheel. The crankcase, cylinders and heads are painted black and feature machined aluminum highlights and chrome covers. For best performance results, Harley-Davidson recommends combining this engine with a Screamin' Eagle 58mm High-Flow Air Cleaner ($159.95) and a Screamin' Eagle High Flow Exhaust System ($1,299.95). The SE120ST engine is street-legal when used with Original Equipment mufflers or Screamin' Eagle Street Performance Exhaust System. All EFI models require ECM calibration. Engine includes a one-year warranty. See an authorized Harley-Davidson dealer for details.

VANCE & HINES OVERSIZED 450 SLIP-ON LINE FOR TOURING MODELS

Bigger is better. The Vance & Hines Oversized 450 slip-on line for Touring models takes it to a new level with massive 4.5-inch diameter mufflers. Finished with equally large new Destroyer, Titan and Raider style CNC machined billet end caps, the Oversized 450 fits and looks the part on baggers with extended skirts. The Oversized 450 slip-on line also puts out a big deep-toned rumble thanks to its large fiberglass wrapped 2.5-inch perforated core baffles, which can also be tempered down with optional quiet baffles. Available in all chrome, all black or chrome with black end caps. $679.95 - $699.95 www.vanceandhines.com.



V-TWIN MFG NEW BLACK BILLET FORWARD CONTROLS

Our black powder coated forward controls are made of billet aluminum. These custom application forward controls are available with pre-1999 mounting holes and 2000-up mounting holes. These feature both standard and 2" extended controls to meet the biker's needs. Each control is equipped with a variety of the hottest styles of foot pegs the market has to offer. We have the black with chrome accents like the Swiss cheese style VT No. 22-0110, VT No. 22-0127 and the deep cut VT No. 22-0106. For our chrome on chrome foot pegs, we feature the concave VT No. 22-0114, spike VT No. 22-0107, and flame styles VT No. 22-0105. The popular brass spear style VT No. 22-0102 is also available. Check these out at our website www.vtwinmfg.com



NEW ROAD GLIDE WIND DEFLECTORS

MILWAUKEE (February 24, 2015) Fine tune the cockpit air flow of 2015 Harley-Davidson® Road Glide® motorcycles with the Road Glide Wind Deflector Kit (P/N 57000510, $39.95) from Harley-Davidson® Genuine Motor Parts and Accessories. Wind-tunnel-tested and easy to install, these snap-fit wind deflectors reduce and redirect the airflow that rises between the fairing and fork tubes. The resulting reduction in updraft reduces buffeting. The deflectors simply snap onto the engine guard tubes and can be removed when more airflow is desired.For more information, visit www.h-d.com.





REPLICA WISHBONE FRAME

No need to repair your current frame because V-Twin MFG. has you covered with our authentic reproduction of a 1949-52 Big Twin stock type rigid frame. Featuring forged parts as original, including a 30 degree rake neck, front and rear engine mounts, side car loops, top seat post yoke, footboard tabs, rear axle plates, and the correct tool box mount. Exact blanked and formed stampings are utilized in their respective places. The neck will accept key lock. Cross shaft tube is installed with grease fittings and bushings for use of a mechanical brake control kit. Seat post, transmission plate and axle kit are included. The frame accepts a Panhead or Shovelhead engine and a 4-speed transmission. For more information on VT No. 51-1200 Replica Wishbone Frame Kit, visit our website at www.vtwinmfg.com

UCTS



NEW DAYMAKER LED HEADLAMPS FOR FAT BOB MODEL

Add brilliant Daymaker™ LED headlamp performance to any Harley-Davidson® Fat Bob® motorcycle with the new Fat Bob Daymaker LED Lamps Kit (67700260 Chrome, P/N 67700261 Black; $799.95) from Harley-Davidson® Genuine Motor Parts and Accessories. Designed expressly for the Fat Bob motorcycle dual headlamp housing, this kit includes separate left and right lamps that plug into the factory wiring for quick-and-easy installation. Each lamp features a single top-mount low-beam projector lens, a matching bottom-mount high-beam projector lens and two "D" shaped fill-light lenses. A choice of brilliant chrome or gloss black background will match any styling direction. Harley-Davidson® LED lamps are brighter and whiter in color and provide a superior light pattern over standard incandescent lamps. Compared to the yellow light of a traditional halogen bulb, the LED lamp produces a Daylight Color Impression that appears more natural to the user. The solid-state LEDs are shock- and vibration-resistant for long life. The LED lamps are DOT compliant for use in all 50 states.More information can be found on h-d.com.

NAMZ PLUG N PLAY HARNESS



Our brand new, NHCX-CB14 CAN/Bus Handlebar Switch Wiring Harness is the simplest and easiest harness to fish through your handlebars. It is universal, 100% "Plug-n-Play" and replaces the shorter, stock harness allowing for up to 18" tall handlebars. No cutting, splicing or extensions needed. This is the ONLY way to put taller bars on a CAN/Bus 2014-Up HD bagger. NAMZ is celebrating our 15th year in business providing "World Class" Electrical Components, Fluid Transfer Lines, Custom Installation Supplies & Badlands Lighting Modules. NAMZ/Badlands products are available through many retailers or directly from our website at www.namzccp.com. NAMZ provides the best selection and support for OEM & dealers all over the world. 1-877-277-NAMZ or www.namzccp.com for more information.



LOW-PROFILE SEATS FOR XL

The low profile design creates a better riding position that can lower the rider up to 1 ½" depending on the model of bike, with improved styling. Seat comes with all mounting hardware including the new EZ mount system that requires no tools for taking your seat on and off. Flexible urethane foam provides amazing comfort, while 3/16" thermoformed carpeted seat base protects the integrity of your paint. Now available in Black, Tan and Red Faux Python patterns for 08-15 FLHT, FLHR, FLTR and FLHX models. Made in the USA, the suggested retail price is $264.95. For more information, go to dragspecialties.com or contact your local Drag Specialties dealer.



BOBBER STYLE LOW SOLO SEATS FOR XL

Made for '10-'15 models which have a relocated ECM, allowing a lower riding position, improved riding height and better overall styling. Patented Solar-Reflective Leather helps keep the seating area up to 25°F cooler. A flexible urethane foam interior and 3/16" ABS thermoformed seat base provides a comfortable ride while the carpeted bottom protects your paint. These seats include all mounting hardware and are available in smooth, classic or diamond stitch patterns. Made in the USA, MSRP $229.95 for smooth and $249.95 for classic and diamond. For more information, go to dragspecialties.com or contact your local Drag Specialties dealer.



WHAT'S ALL THIS LEAKY BUSINESS

PANDEMONIUM CUSTOM SHOP TECH

Article By: Daniel Donley At Pandemonium Custom Choppers
www.pandemoniumc2.com

CYCLE SOURCE MAGAZINE'S DO IT YOUR DAMN SELF TECH

So... I am in the shop the other day kickin' ideas around trying to figure out what I am going to do for a tech article for this month when I walked by Hanky Panky and was like WTF!! What is all this leaky business!! A puddle of *something* on the floor by the rear tire. I noticed it was leaking rear brake fluid, upon inspection of the brake caliper the banjo bolt was tight, and the brake line was tight...so it has to be the brake piston seals! So I figured while I was at it I would show you this month how to rebuild a brake caliper.



With the brake caliper removed and on the bench, I start by removing the brake pads. This is a straightforward process with any caliper.



Brake pads removed from caliper (Damn I didn't ride this thing that much last year, the brake pads look like brand new!)



Now we need to split the caliper in half by removing the caliper bolts. Pretty simple here.



Now that the caliper is split, you can see the passages from one side of the caliper to the other and the little black O-ring that you need to make sure you don't forget to replace. Because if you do you will be right back at square one with a leaky caliper!



Now we need to get the pistons removed from the caliper body. We are going to do this by using the air compressor to put air into the fluid passage to force it out just as the brake fluid would do. STOP RIGHT THERE!!! Wait …… As soon as you do this the brake caliper piston is going to fire out of the caliper like a rocket!! In the photo I have my thumb over the piston I advise here to wrap the caliper in a rag and then remove the piston with compressed air. To save yourself from getting knocked out from a flying caliper piston.





Here are 2 pics of the cruddy piston and floppy worn out seal. Now I see why it was leaking!

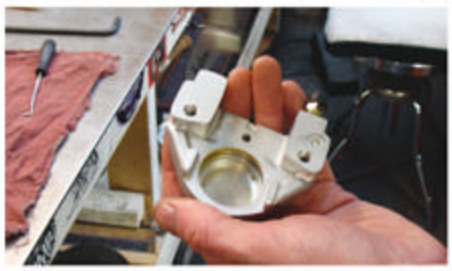


I use a small pick to remove the rubber seals from the caliper body. As



you can see form the photo the seal was blown out and filthy dirty.





With everything disassembled I give everything a quick bath in the parts washer. Then blow everything off with compressed air.





I use fine grit sandpaper to shine up the bore on the caliper bodies typically 400 grit here.



I also use the 400 grit to shine up the brake caliper pistons. When doing this check for any burrs, scratches and such. Here you can get away with a very little but make sure they are in nice condition. Typically my judge of good or bad is if you can feel it with your finger nail it needs sanded and if you sand it and you still feel it with your fingernail then it definitely needs replaced!



Before caliper assembly I give all parts a bath in brake cleaner and blow them off with compressed air. You want everything squeaky clean here.



I use K&L Supply for my source for Brake Caliper rebuild kits. Their quality is great and price is fair.



I use brake fluid as my assembly lube for all the O-rings for brake caliper final assembly. It's a simple matter here just install the seals the same as you removed them. Don't forget the little O-Ring here!





I also use brake fluid as a lube on the brake caliper pistons, place the piston into the bore you put the new seal in and push into place.



When putting the caliper bodies back together I always use lock tight on my fasteners, you don't need your brake caliper falling apart!



Tighten the bolts so you know they won't fall apart. Go to your manual for the torque specs.



Reinstall the brake pads and get it mounted back on the bike. Now is a good time to flush your brake system with some clean brake fluid and get your new caliper bled out.



All cleaned up and no more leaky business, ready to rock n roll when the weather breaks!

Rebuilding brake calipers is a very straightforward process from your motorcycle, minibike to your car. They all work the same way and you can use this tech on any of them, the only difference is they look different.

If you are in need of caliper rebuild kits give me a call.

So if you have any questions about this month's tech feel free to give me a call at the shop. 419-576-6812

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WITH JESUS ON THE DASHBOARD

Article and Photos By: Kerri Schindler

SPACE

The owner of Space Grass, Ron Gratop, learned at an early age not to touch. His dad and uncle both had motorcycles and he was never allowed to touch them except for the times he sneaked a peek under the cover. Then one day in the truck while sitting between his dad and his uncle he asked, where are we going? His uncle said that they were going to pick up his brand new Harley at a little dealership on the corner in Swanton Ohio.

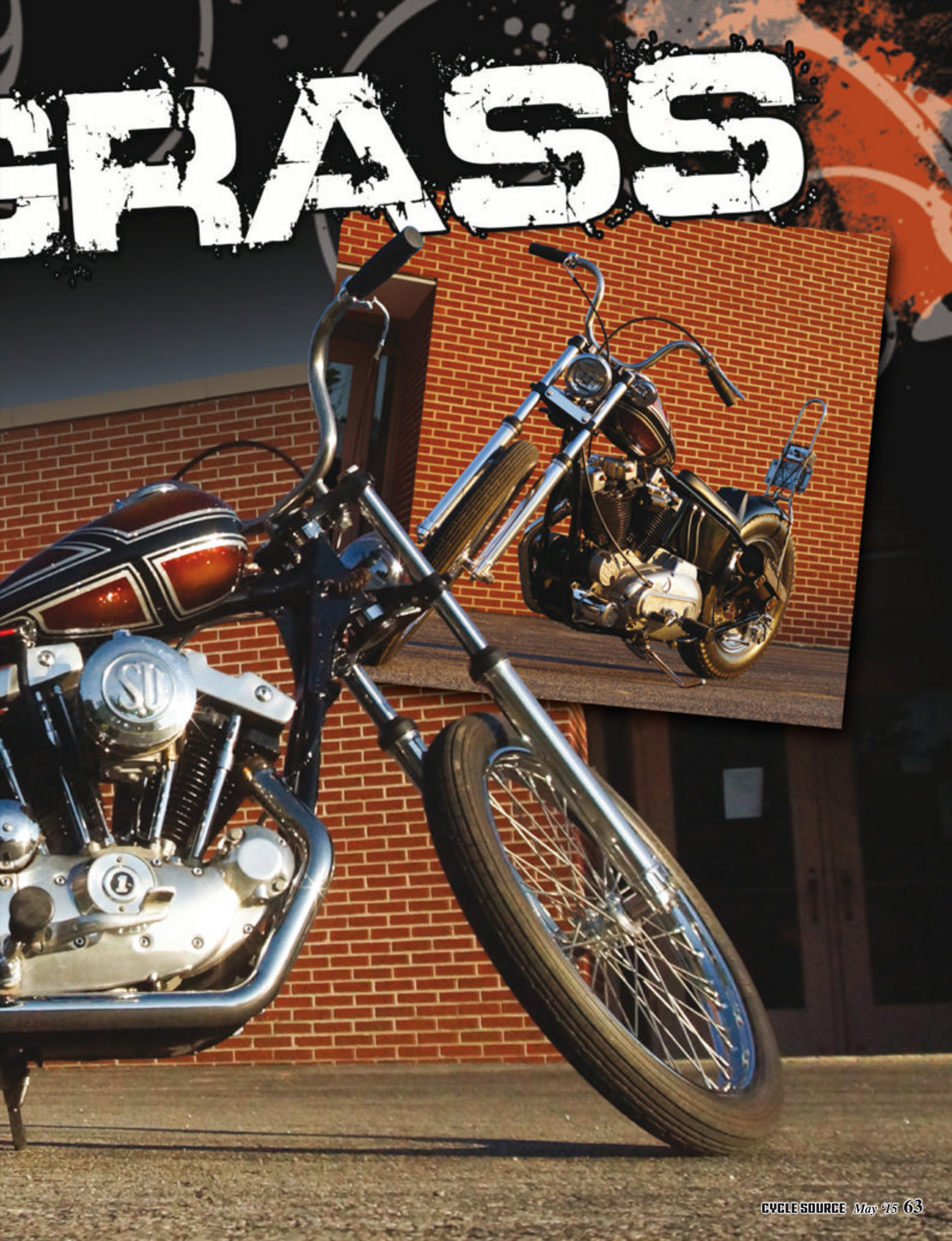
His uncle rode the snot out of the new 1979 Ironhead. When Ron's uncle passed years later his dad ended up with the bike and in 2008 when his dad finally asked Ron if he wanted it. Ron was elated because after years of admiring the bike it would be his. After getting the bike from his dad he rode it around the block about 15 miles and the bike just gave up. Ron made the decision that it was time to add his personal touches and make it his own. But out of respect for his uncle he decided to not to chop it, he would just *"borrow"* the engine from it.

So Ron went on a search for a frame to personalize it the way he wanted so it would fit him. A hardtail was definitely in need. While searching for parts Ron wanted to keep as much as possible close to home here in Ohio. Ron found a frame and took it to Gas Box to have them put their hardtail treatment on it. While it was there they also made the oil tank. Now it is time to find a builder.

He searched the internet for many hours for builders and gathering inspiration from years of seeing his dad and uncle with bikes. He knew what he wanted to build but needed to find someone who could take that vison and turn it into a running motorcycle that was not a showpiece. Ron wanted a bike that was meant to be ridden and didn't want



GRASS



to have to worry if it had a scratch or if it wasn't clean. He mainly wanted something to ride the snot out of, just like his uncle did.

After lots of phone calls and searching he found a builder, Daniel from Pandemonium. He liked the bikes he had built in the past knowing that he builds a little bit of everything and is not cookie cutter. Also they were only 40 miles from him.

After picking up the hardtail he stopped by Pandemonium and tells Daniel his vision. The build is on! Ron takes the Ironhead that was his Uncles to Daniel. When he unloaded the bike Daniel asked… are you sure you this is your donor bike? It was an unmolested original Ironhead that ran great. Ron says yes, I just want to use the engine for my build. Daniel takes the engine out of it and leaves the rest alone so it can be turned into a running motorcycle one day if someone wanted.

Ron had gathered lots of parts for the build already from swap meets because he knew what he wanted. There are parts that are on the bike that have natural finishes like stainless steel or aluminum that he didn't want to be polished and decided to leave the real finishes that they have alone. Ron told Daniel that he wanted some little touches like they did in the 70's and that he had seen over the years. Like the leather ties that hold the wiring to the sissy bar for the tail light. Leather washers for the gas tank, and all cloth covered wiring. With that said, Daniel knew the path that needed to be taken for this build and it was game on.

Ron did have a few specific things that he wanted, he wanted a front street cycles rear fender because it had the look of an old spare tire ring but yet wasn't all rotted to hell. With the fender mounting almost wrapped up the sissy bar was next in order and stainless steel was the choice here. Daniel got with Big John as always when it comes to sissy bars and the outcome of one sweet sissy bar happened.

Back in the day Ron had always seen the bikes with nice shiny chrome pipes on them. Ron had Daniel make a custom one off set of pipes for Space Grass. He told Daniel that they had to be nice shiny chrome…NO wrap here. The vintage Drag Specialties tail light Ron brought to Daniel was a swap meet find that was about the shape of a pack of cigarettes. Daniel said yea its cool, but where do you want me to put this thing? Because he wanted it, and the plate on the sissy bar and no side mounted tag bracket!

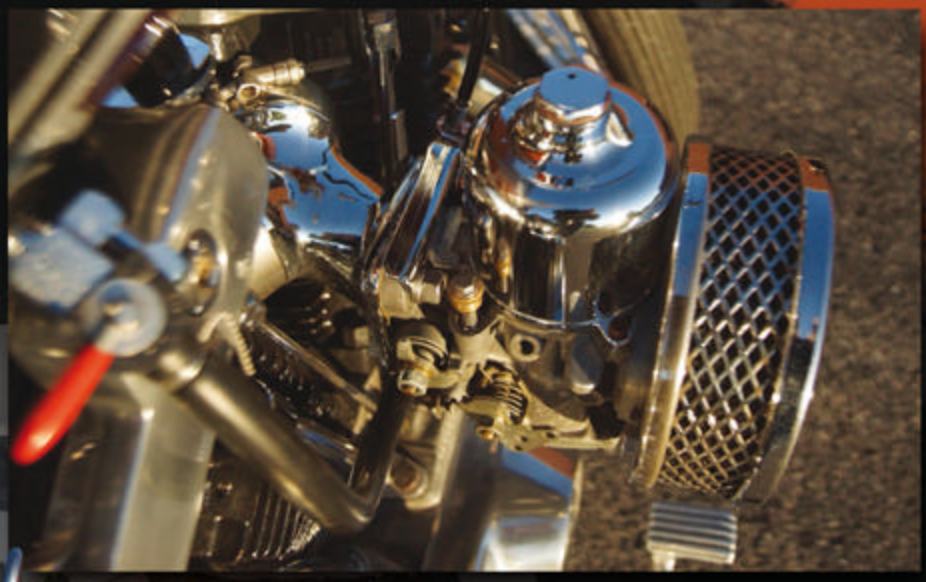
Ron stopped by the shop one day with another swap



meet find, a gas tank and wanted to get it mounted up so he could get it off to the painter, Devils Hand. He has an opening we need to get it to him as soon as possible. So with that being said Daniel got that sucker mounted and out the door he went.

Daniel had a few things laying around the shop that would fit this build perfect and Ron was diggin, 21" Spool front wheel, and a shaved narrow glide front end.

With mock up finished it was time to paint the frame, fender and oil tank. Daniel got with Ron and asked if he wanted gloss black here, Ron said Yep, No molding either, just gloss black. I want to see the castings. So the frame, oil tank and fender went off to Daniels local painter Bobby Moon. A few short days later the paint was done and he promptly dove into final assembly of Space Grass. Assembly was very straightforward on the build, no crazy gadgets involved and it went together smooth. Ron came down about a week later and walked in and told Daniel ***"You Nailed It".***









SPACE GRASS TECH SHEET

OWNER: Ron Gratop
CITY: Toledo, OH
FABRICATION BY: Pandemonium Custom Choppers
YEAR: 1977
MODEL: Sportster
TIME: 1.5 years
VALUE: I'd Rather Not Now

ENGINE
YEAR: 1979
MODEL: Sportster
BUILDER: Harley-Davidson
IGNITION: Electric Dynatek Dual Fire
DISPLACEMENT: 1000cc
PISTONS: Stock
HEADS: Stock
CAM(S): Stock
CARB: Swap Meet Find-SU Eliminator II
AIR CLEANER: Swap Meet Find-SU
EXHAUST: Custom Pandemonium
PRIMARY: Stock

TRANSMISSION
YEAR: 1979
MAKE: Harley-Davidson
SHIFTING: Stock

FRAME
YEAR: 1977
MAKE: Hardtail By The Gasbox
RAKE: Stock
STRETCH: 4" In The Tail

FORKS
TYPE: Shaved HD Narrow Glide
BUILDER: Pandemonium
EXTENSION: -1.5"
TRIPLE TREES: HD Trimmed & Filed

WHEELS
FRONT WHEEL: Dunlop WM-1
SIZE: 21"
FRONT TIRE: Avon Speedmaster
FRONT BRAKE: None
REAR WHEEL: HD w/ Stainless Glory Ring
SIZE: 16"
REAR BRAKE: Performance Machine
REAR TIRE: Avon Safety Mileage

PAINT
PAINTER: Ellis at Devils Hand Production
COLOR: Les Paul like Fade
TYPE:
GRPAHICS: Ellis at Devils Hand Production
MOLDING: None
CHROMING: Brown's Plating

ACCESSORIES
BARS: Stainless-Chop Cult Find
RISERS: Stainless Direct Mount
HAND CONTROLS: Replica HD Blade Type
GAS TANK(S): Cleveland Cycle Works Narrow Alien
FRONT FENDER: No Way
REAR FENDER: Front Street Cycles
SEAT: Haifley Brothers / Pandemonium
FOOT CONTROLS: HD Sportster
OIL TANK: The Gasbox Custom
HEADLIGHT: Unity H1 Custom Mount-Pandemonium
TAILLIGHT: Swapmeet Find

PHOTOGRAPHER: Kerri Schindler

The funny thing that Daniel told Ron was all the ol'timers kept stopping by the shop checking on the build because they were digging it and it reminded them of back in the day.

Ron has been laying down the miles with his new bike and loves it.

Article and Photos by: Kiwi Mike Tomas

THERE AND BACK AGAIN

KIWI'S GLOBAL ADVENTURES - PART 4



After a good meal and some rest for our beat up bodies we decided that it would be a good day to just hang out in town and I relaxed at the river bed which was pretty low in water flow. I was intrigued by an indigenous Indian lady washing the family clothes and the floor blankets. She worked and worked those blankets one by one, slapping them on the rock, dunking them in the river, scrubbing, more slapping on the rock and more rinsing. She was there for hours while her kids played in the river. Overhead was a pedestrian swinging bridge for the people who lived on the other side of the river. The houses were cut into the steep sides of the mountain. There was no vehicle traffic access to this side of town at all.

Life at Batopilas is like turning back the clock 150 years and no one could be bothered with anything or care about time. Before we left the US, Ebola had broken out. Down here they had no idea what was going on anywhere in the world, nor did they care. Gotta



love it.

I witnessed pickups getting thoroughly abused bouncing over the big rocks when as they were using the riverbed as a roadway to get to their homes downstream. What a work out and makes our rough use of vehicles in the US look like easy street driving. These folks have no mercy what so ever on their vehicles.

Today was the first day that we took time to enjoy lunch. We walked into the other eating place that was in town to be sure we patronized each one fairly. We sat down at 12 noon and realized no one was there. We decided to hang out for a while figuring that she might be attending to a baby. Quite a bit of time passed by so we went outside to try and communicate a message that no one is inside. Talk about the bush telegraph, next thing you hear Melissa's name being yelled out throughout the town. Eventually she walks through the front door at 12:55 with bags of groceries. Ah, this must be Melissa. Every meal is made from scratch and takes a while but it's always so tasty and worth the wait.









This day was The Day Of The Dead and it isn't an easy day for me. I keep thinking about my loss of Ross on July 22. I just sat by the river for quite a while by myself.

The town is being remodeled or basically getting a face lift. The Federal Government is putting the money into the town and the road. Not sure why as it's a very small town with no room to expand. The amount spent to put in the new road to here is in the billions of dollars. It makes no sense at all since when you get here, there's nothing here.

We fueled up the bikes this afternoon ready for our ride out of here. Gas was brought to us in plastic cans as there are no gas pumps here. We didn't care or ask about the price, its gas and we had to have it to get out of here.

On Sunday we got an early start and since the worst part was going to be at the start of our ride, we were fresh to attack it head on. Having some experience and knowing what to expect also helped out some. The day of rest in Batopilas had also been a big help. None the less it's still a lonely feeling knowing that no one is going to bail your arse out if something should go wrong. The climb out of the canyon climbs up 7,000 feet and it just goes on and on. Bugger me days it just kept on climbing. Most of it is in 1st gear and when we got into 2nd gear it was just a very short lived experience. For this reason I built our bikes with the original 3 speed/crash box tranny design. The replacement gears I make for these old girls is of a far superior material than the originals and the simple design makes it bulletproof. So with all the 1st and 2nd gear usage to climb out of the canyon it surely proved its worth.

It was a whole different view of the canyon looking up and riding out of it. It looks far more spectacular because it's so massive. Near the

because it's so massive. Near the top we see about 6 Federali Policia SUV's speeding down the canyon checking us out very closely. Dunno who the guys are chasing because we hadn't seen anyone for a long time down, but as we came over the brow of the hill, holy shit your pants batman, oh shit oh dear. Crickey mates....

Check in next month for the rest of this exciting story. We ain't in the US Toto.

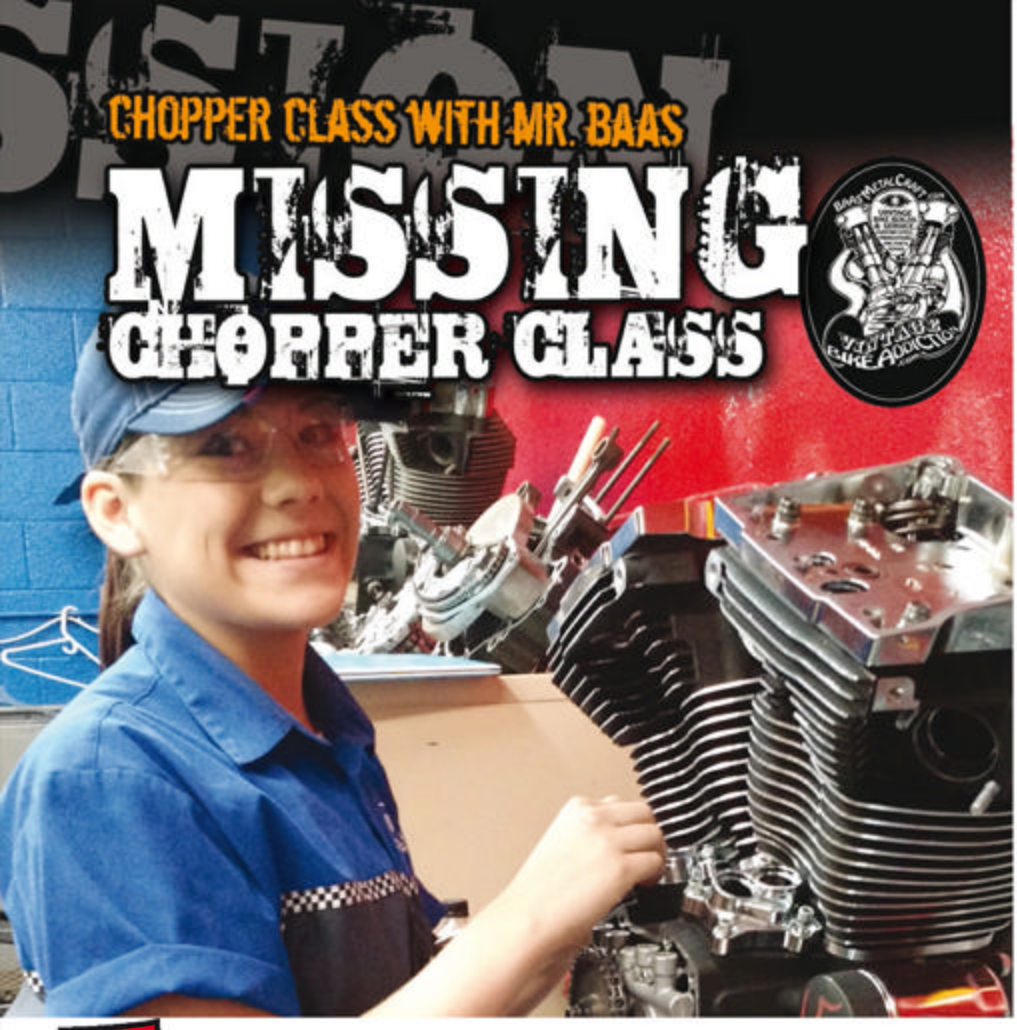












This month's article I am again allowing the readers to see through my students eyes, and in this case a previous student who is now attending college. Many people don't see the behind the scenes benefit of what I do with my students, so I want to show the value of what they get from my class. Even though now that my personal family life has taken away the free time I used to have to travel the country and promote the class at all of the events, rest assured I'm still here at good old Kennedy High School with the chopper class going full steam as always. You won't see us at as many shows or events but if you truly care about the big picture of what I am doing in school, during the class, with the students you should see that the support, sponsors and donations are still much needed to keep this program alive. So thanks to all who believe in the future of our industry and support the class, and now I give you Andee.

Missing Chopper Class
By: Andee Nestaval

Since I've graduated high school, I have moved on to bigger and better things. For example I have moved out to Arizona to continue my education at Motorcycle Mechanics Institute. School is very challenging at times and yet rewarding at the same time. I only have 8 weeks till I am finally in Early Model Harley, that is honestly the thing that gets me up and moving in the morning. MMI is almost like a job but yet still school, you go to school Monday through Friday 1 to 6; this is the shift I have been assigned to. If you miss a day, your grade for the course immediately drops 5%. Also your professionalism is very important, you have to mind your manners, look presentable, and always be on time. Grades are based on class participation, tests, professionalism and being part of a team. Most clinics are arranged as lecture first and then hands on learning, then final test for the course. I have completed 6 out of the 10 core courses so far. After core courses I will be enrolling into Early Model Harley and then Late Model Harley. The instructors have also given me the advice that I should possibly look at another brand so that my resume looks well rounded. I have not made up my mind yet. Kind of partial to the old bikes, Thank you Mr. Baas. The best part of school is when my instructors ask me what did I do before this and I say I had chopper class and welding in High School. They almost instantly become jealous that I was able to build and learn about bikes in High School. I am so thankful for being able to be a part of the Kennedy Chopper Class because of everything Baas had taught me about bikes. It is a valuable program that should continue to be offered and it should be a program that other states implement. The history of bikes that I picked up at Kennedy from Baas has even been very helpful at MMI. We had a fun pop quiz in one of the first theory classes about bikes and I was able to get all Early Model Harley bikes correct, the only one in my class who did. Another fun memory, which I will never forget. Walking into clinic 2 (Chassis and suspension), without having lecture on the clinic subject or any type of handout. I was given the opportunity to show a skill that I learned at High School. I accepted the challenge of competing against the Instructor at lacing and truing a wheel, I won. Also in that class I learned how to change a tire on the tire machine. At first I was so scared of the tire machine because of everything that could go wrong with the machine, but after watching someone blow a tube out of the tire I soon got over it. I have been able to do some pretty awesome stuff at school, like completely tear down a CFR150F, split the cases, tear into the transmission and put it back together and have it run in 2 days. Or tear down an EVO motor, disassemble the front and rear cylinders, and tear apart the bottom end, have it all measured and put back together in less than 5 hours. I am currently in motorcycle maintenance clinic; we do everything from checking valve lash, to a complete import service. Another thing with MMI is that even though I am going for Harley Davidson I still learn about imports and dirt bikes which really has been useful. Once I am done with school in Arizona, I plan to head back to freezing Minnesota and get a job at a dealership. I know for sure that I want to get all my welding certificates when I get back but I am also considering Machining. Unfortunately, I will not be able to attend the Knuckle Shuffle like I was planning, due to my intense school schedule...and the price of airplane tickets. Take care and remember to support the chopper class, it does make a difference!


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Article By Rick Bray rkbkustomspeed@hotmail.com

GIRDER MADNESS

HANDMADE FRONT END AT RKB KUSTOM SPEED



As the Solomon Special bike made its way around the shows, its girder front end spawned a lot of interest. I've already received multiple orders for Solomon girders. This particular front end is destined for a trip down under. By the time you read this article it should have quite a few miles logged on the streets of Australia. The Solomon girder is a bit more complicated than your average front end and requires some unique fabrication techniques. Typically one can stick tubing in a bender and prefab all the parts to assemble a girder front end. However, because of the sleeving on the Solomon girder, some bends have to be made by hand. For those I use good old fashioned heat with a rosebud torch and a steady hand. Elsewhere in this article we will utilize a manual Bridgeport mill, manual lathe, bandsaw, and Miller tig welder. Fabricating this front end is not a quick and easy job. Should you choose to tackle one of your own don't get discouraged if you have to start over on a few parts. There is a lot of geometry to calculate in order to make a quality functional front end that doesn't only look good, but offers performance to match. Trail is one of the most overlooked functional qualities in favor of form. At the end of the day the look of your part doesn't have to change much to facilitate its function so take a little bit of time and get your measurements right.



The first thing I like to do is look over my notes and double check measurements then cut materials accordingly. Like everything that leaves the RKB shop, our girder front ends are fabricated using U.S.A. made materials.



The next thing I tackle is the rear legs. A JMR hydraulic bender is utilized to bend the tubing.



Once the legs are bent and the sleeves are cut and cleaned I measure for placement and weld them together.



Now that the legs are formed they can be laid in the fixture and I'll mark my end cuts in order to mate the fronts and rears together. These cuts need to be precise in order to ensure a tight fit.



I like to use a bandsaw to cut the leg ends then fine tune the fit with a belt sander.



Every part that leaves the RKB shop is TIG welded. Here I weld the front and rear legs together as a unit.



Once the legs are welded they can be machined. With them solidly clamped in the mill I'll notch the ends for axles.



Most pieces are machined from raw materials in-house at RKB Kustom Speed. Some people might have a different opinion on techniques, this however, is how I machined the axle bosses for the Solomon girder. They started out as 1 1/8" x .250" DOM tubing.



I prefer to tack the rest of the front end



parts to the legs before finish welding. When adding the axle bosses it is important to bolt them together with proper spacing and axle in place in order to keep everything square. The axle can serve as its own fixture and the front end can now be finish welded.



While the legs cool I take my previously made templates for the trees and rockers and cut them out of .500" plate material. In this case the templates are formed from high tech cardboard. My bandsaw is the perfect tool to rough cut the materials.



Shown here are the majority of the parts needed to assemble the Solomon girder. There is no set order for assembly, but I start by bolting the rockers to the legs.



The pivot points on RKB front ends utilize a needle bearing for smooth operation. Here the rockers are shown fastened to the legs.



Again handmade in-house, this 1" stem nut was machined on a manual lathe.



Early BSA girder springs thread on the upper and lower mounts. This helps to control the rebound of the spring when riding. It is for this reason I choose to use them on all of my girder front ends.



All assembled and ready to get some miles under it. That is how an RKB girder is fabricated, once piece at a time.



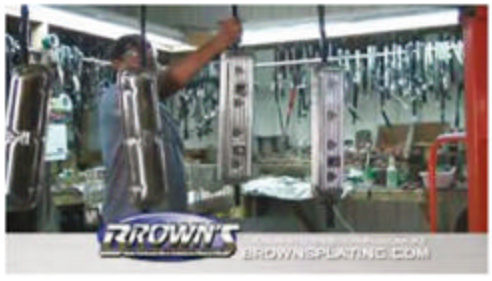
CYCLE SOURCE

IS YOUR CHROME LEAVING HOME?

TWO MAJOR CHROME PLATERS CLOSE SINCE THE FIRST OF THE YEAR, IS THE EPA RESPONSIBLE?

Over the past few weeks The Cycle Source office has been receiving a rash of desperate phone calls from builders looking to resource their chrome plating needs. Two major sources of Chrome Plating service providers: Browns of Paducah, KY and Chrome Masters have gone out of business since the beginning of the year. With the rumor on the street being that heightened EPA restrictions caused the owners of these facilities to pull out of the industry, we made a quick phone call to Ronnie Brown to find out first hand.

Unfortunately for so many of us Brown's has gone out of business but Ronnie assured me it had nothing to do with the EPA and was a family decision to close this second generation business that has spanned 46 years of service to the custom industry. Don, Ronnie's father and his twin brother Donnie started the business together and Ronnie told me that at 60 years of age now they are just too old to stay with it. The EPA has always been tough but Brown's had consistently been a model shop that was even used as an example to teach other operations how to stay in compliance. It's a sad day for the bike guys who will remember that Brown's was doing chrome on bikes even before it was cool to chrome parts for them. Ronnie said that in the end he feels that people are about over the flat and dull phase and chrome is coming back. It will be interesting for this writer to see just where they all end up... to get their shine on.



We found similar details about Chrome Masters. In their case their area has been urbanized and the cost to move is too great. Now, if you have a good chrome source, pass us the number! In the mean time we wish Ronnie and his whole family the best as they retire from such a long and successful operation.

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A RUCKUS LITTLE IRONHEAD FROM THE HILLS

THE HOO



OF PENNSYLVANIA
OLIGAN

Article & Photos By:
Chris Callen

We ran across the little Hooligan you see here this past season when it took the Best Sportster Award at our show during Thunder In The Valley. This build was the collaboration of two men in what they call a hobby garage; Adam Karns and John Dunning. Together they work on bikes for fun, three to five a year, in a small shop they call Karns Kustoms now located in Delmar, MD. This one was literally a bunch of stuff that had just been laying around the shop and Adam had his eye on it since it was his birth year, a 1974 XLCH.

Adam was riding bikes when he was five so to say he's been a lifetime enthusiast is a safe bet. His brother was a motorhead to it Adam thing. Bikes so that's Bedford, of the year another health, vouch This creative and man car guy and when it came right down said he couldn't afford to do the car were cheaper, less parts, less hassle the direction he took. Growing up in Pa there are quite a few months out that one type of garage activity or are almost a mandatory for mental which is a directive I can personally for.

region has always been a hot bed for minds in the fabrication department, that's the case here as well. Being a two operation at Karns Kustoms, these cats

use whatever they have and do the best with it that's possible. Their bikes have taken some prestigious awards for the hard work too. Easyriders, Rats Hole and even at the IMS Show, a credit Adam feels is from the amount of time they spend in the front end of their builds. They like bikes to be clean so painstaking efforts are taken to run tubing to hide all wires and smooth all their fixtures out ahead of time.

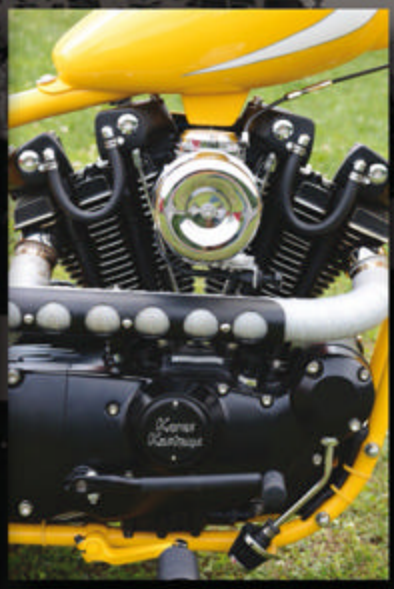
So when it came to the bike were here to talk about today it was an E-bay find. Like I mentioned above a '74 for the year that Adam was born and in his mind he wanted to make a rough and ruckus little bar hopper that combined the old styling and new features of functionality. To start off with there were tons of hours put into the metal work to keep it nice and clean and have it come off smooth. They hardtailed it at the shop, as a matter of fact it all gets done in house. Even the custom graphics you see screaming out of that yellow paint was done by Jason Wharton, in their shop.

New components like the brakes and controls, the burly looking fat

spoke wheels, of which the rear wheel was a front that they machined to use as a rear. Let's not forget to mention the fact they figured out a good solution for a hydraulic clutch for an old Ironhead on this project as well. If you don't know there aren't a lot of options out there to get a hydraulic clutch system on an Ironhead. Luckily they have an in with a machinist that helps them with detailed projects like this.

The motor was good, it didn't need much but they still did a top end. Keeping in mind that this is a kick only CH, the compression was kept to a reasonable amount. Even still the kicking is half of the reason for the













HOOLIGAN TECH SHEET

OWNER: Adam Karns
FABRICATION BY: Karns Kustoms
CITY/STATE: Delmar, MD
YEAR: 1974
MAKE: Harley-Davidson
MODEL: XLCH
VALUE:
TIME: 3 Months

ENGINE
YEAR: 1974
MODEL: Harley-Davidson
BUILDER: John Dunning
IGNITION: Harley-Davidson
DISPLACEMENT: 1000cc
PISTONS: Harley-Davidson
HEADS: Harley-Davidson
CAM(S): Harley-Davidson
CARB: Keihin CV
AIR CLEANER: Mooneyes
EXHAUST: Spit Fire Motorcycles/Karns Kustoms
PRIMARY: Harley-Davidson

TRANSMISSION
YEAR: 1974
MAKE: Harley-Davidson
SHIFTING: 4 Speed

FRAME
YEAR: 1974
MAKE: HD XLCH Front w/ Mod Hammer In Hardtail
RAKE: Stock
STRETCH: 5" Rear Section

FORKS
TYPE: Karns Kustoms/Three Two Choppers
BUILDER: Karns Kustoms
EXTENSION: 4" Under
TRIPLE TREES:

WHEELS
FRONT WHEEL: Fat Spoke
SIZE: 21"
FRONT TIRE: Avon MH 90-21
FRONT BRAKE: None
REAR WHEEL: Fat Spoke
SIZE: 16"
REAR TIRE: Avon 140-90-21
REAR BRAKE: Modified Sprotor

PAINT
PAINTER: John Dunning
COLOR: Chrome Yellow/White
TYPE: Houe of Kolor
GRAPHICS: Jason Wharton
MOLDING: Karns Kustoms

ACCESSORIES
BARS: Front Street/Karns Kustoms
RISERS: N/A
HAND CONTROLS: E-Bay Special
FUEL TANK: Cleveland Cyclewerks/Karns Kustoms
FRONT FENDER: None
REAR FENDER: Led Sled/Karns Kustoms
SEAT: Rich Phillips Cycles
FOOT CONTROLS: Modified Harley Davidson
OIL TANK: Karns Kustoms
HEADLIGHT: Cycle Standard
TAILLIGHT: No School Choppers
SPEEDO: None

PHOTOGRAPHER: Chris Callen

name. Adam says this bike always has some sort of drama attached to it. It gets stubborn sometimes when you're kicking it, sometimes the yellow paint makes people mad enough to harass him at the bar. It's a hooligan through and through, you know the kind; trouble you can spot from a mile away.

In closing we'd like to thank Adam for bringing this bike out to our show at Thunder In The Valley and letting us bring it to our readers. It's exactly the kind of custom bike born from determination and adaptability that makes us proud to be from this part of the country. We'll keep an eye out for what the two man hobby garage crew comes up with next as they will always have a place in our pages.

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SCOOTER TRAMP SCOTTY'S WINTER MIGRATION

Article and Photos By: Scooter Tramp Scotty



It was just after New Year's when New Orleans finally turned cold. It would prove an uncommonly brutal winter over most of the U.S. this year. For two decades I'd spent these frozen months all over the southern states and had learned beyond doubt that *southern* Florida is the only stateside place that offers summertime temperatures all winter long. This was the destination now. As the back roads across southern Mississippi, Alabama, then the Florida panhandle opened up I peaked from the great pile of laundry worn upon my body against the intense cold, to watch the spectacular beauty of landscape ahead.



It had been at the Florida, Leesburg rally early last year that I'd met a man who said he'd recently retired with a small pension and would soon be moving onto his motorcycle. I had taken this talk in stride; for I'd heard it before. Yet it had been some months later that—aboard an old BMW—he'd met up with me in Idaho and we'd spent most of a month together, 10 days of which had been touring the hot springs of those Rocky Mountains. Later, we'd hooked up on Texas too. To date, he'd been one of the happiest road-dogs I'd ever known. Well, Tom had also chosen to winter in Florida and we'd agreed to spend time together there as well.

As the road left the panhandle to begin its southward decent along Florida's west coast, the weather began to warm. What a wonderful sensation, for I was sick of long underwear and having my balls sucked up into the heat of my body.

I pulled into Sarasota where Tom and I would rendezvous. Soon the old Beamer showed up loaded for bear. After re-acquaintances, we hung in Sarasota and soon learned of a local motorcycle rally that would grace the town this weekend. Of course we'd attend, for the weather was now fine and time was, after all, of no concern.

Sarasota's an uncommonly wealthy area and its quaint and downtown is lined with restaurants, cigar shops, and a plethora of other winter time tourist businesses nestled amid the many fine art galleries. Today however, this street was also filled to capacity with motorcycles. After grabbing a cigar we returned to our bikes to smoke, and see what happened next.

Heavily loaded motorcycles, especially old ones, attract far more attention than everyday machines and a couple guys soon stopped to bullshit. Mark and Bruce both resided in the same RV Park; which was some distance into the nearby countryside. Once conversation had dug in it became apparent that we all got along pretty good. Finally Mark invited us to

stay at the park. He said there was plenty of woods behind in which we could make camp. I generally like to stay closer to a town and therefore gave little credence to his offer. We did however, hang together all afternoon. It was a fun little rally and the weather was warm.

A few days after the rally I, having spent two months in Sarasota a previous year, was ready to leave. But where to go? As an excuse for travel I'd learned of another motorcycle rally located in Gibsonton or "Gibtown", some short distance north. Little did I suspect what an uncommonly unique experience that place would be. Problem was that the event didn't take place for almost two weeks. Well, Mark had sent a few texts urging us to come; so we decided to accept his offer.











* Warm sunshine beat down upon our faces as the Highway gave way to smaller roads, then to tiny ones. Here, thickly tangled forests of incredible green hues, the likes of which grow only in tropical places, lined either roadside. These forests often offer exotic trees of varieties I've seen nowhere else, and it was good to be among them again.

Cut into the forest, the RV Park sat alone and at least ½ mile from the nearest structure. Beautiful in its construction and immaculate in its maintenance, this place was obviously an upper crust affair. As the two rag-tag motorcycles putted slowly past the million dollar motor homes, one could not help but feel the stares of so many wealthy retirees as they scrutinized our passing.

Momentarily lost, we stopped to call our host. But we'd managed to park near Bruce's place and, hearing the Harley, he quickly showed up. Unrefined by nature, and like myself, Bruce would probably fair better in some cheap low rent neighborhood and I wondered what he was doing here. So did he; and said as much.

Mark soon showed up riding a funky three wheeled bicycle. He said we wouldn't be allowed to sleep in the woods but, since he'd been so adamant about inviting us, he'd work something out. It was about this time that two authority figures showed up to find out what a couple of murder-cycles and hippie riders were doing in their fine establishment. A debate soon ensued on weather we'd be allowed to stay in the park at all. I didn't like it. Stating that I'd be back shortly, I jumped on Betsy and headed off to locate a trouble free spot we could call home. It didn't take long. Upon my return Mark informed me that everything was cool now and he'd actually paid our rent for a week. Well okay then…we made camp.

We were in invited to Mark's RV and his wife Linda offered dinner. This week we'd eat there a lot. Tonight however, the conversation carried on for hours.

So we stayed in the spectacularly green beauty of this place for a week and came to know our new friends better. Bruce had a little bike shop

in a nearby storage unit where I did some motorcycle maintenance. Back at the park our wealthy neighbors seemed to get used to our presence pretty quickly and there was no more trouble. A few even stopped by our camp to nullify their curiosity. One afternoon they even had a little party in the rec-room while Tom and I ate their grub and made ourselves at home. One night Mark and I took his truck to see a band in town. Trippy place. There was hardly a person under 60 in attendance and the vast majority of these were women. Mark thought it was funny, and I was thoroughly entertained and did plenty of dancing that night.

Eventually the day came to leave, with the bikes again loaded, we said goodbye.

It was late afternoon when the fabled "Gibtown" came into view. Although I know nothing of Gibtown's history, I'd recently been told that carnies come from all over the country to winter here and they pretty much own the place. This seemed fascinating for I'd worked a few carnivals in those early road-years and even spoke a tiny bit of the language. Gibtown seemed a little beat up (a characteristic I kinda like) and I noted the carnival equipment, both new and old, that sat in fields and yards as we passed.

The road was tiny and at its right a chain-link fence with a large open gate guarded a big building and parking lot full of motorcycles. Across the street was a long field with a few motor homes standing in it. Tom soon learned that camping in the field was free. I should have guessed. Carnies are, of course, road dogs like us and undoubtedly understand the need of land on which to make camp. And this event, as we'd soon learn, is organized and run completely by them. After scouting the field we set up in the far back against a tree line that would block the annoying breeze blowing in from nearby Tampa Bay.

After making camp, both bikes were soon sitting in the lot before the huge single story rally building. We ambled in. It was a nice setup with all the vending tents inside. In another large room carnies, who are often easily identified by the rough road worn look many carry, were selling food from behind a cafeteria style counter. Crowds of bikers were everywhere.







Upon the long wall I noted scores of pictures depicting scenes of ancient carnivals, their people, and events. There was also a plaque and from it I derived that this building was built and owned by and for carnival people. It seemed they are a unique entity unto themselves.

Running into a few vendors I already knew, we spent time bullshitting then went to watch the band for a while before ultimately wondering off to bed.

Having noted that this rally offered Harley demo rides I talked Tom the "BMW guy" into taking one by stating that these things are free and they'd even buy the gas. We both tried out brand new full dressers. At the ride's conclusion the salesman asked, "How'd you like it?" I answered, "Very nice. No rattles, great brakes, and I love the big engine and extra gear. But you know, there's one thing that all motorcycles have in common... they do exactly the same thing: get on here, go there, and dismount. Except mine does it without payments."

I'd been prolonging arrival in Florida's far south because once there we'd be trapped between the cold north and southern ocean for months to come. But it grew colder now. This winter's final destination would be the island of Key West; for it is by far the warmest land in the country. Everyone knows that even a short Key West vacation is quite expensive and on the internet there'd been comments as to where we'd stay in a place where so little land exists and the rent of it is astronomical. Some did not believe it could be done while others, having followed my unorthodox travels for some time, were simply curious as to *how* we'd pull it off.

Tom's GPS was useless as I pulled tiny back roads from the map, and the road grew ever warmer with every mile left behind. With the security of all our possessions aboard these motorcycles, a few bucks in our pockets, and only the unknown country ahead as company, there was not much to think about on this beautiful day and my mind soon settled into the quiet state of wonder that all relaxed, long distance riders are apt to enjoy often.

Would life in the islands be an easy and welcoming experience? We were about to find out...

Scooter Tramp Scotty

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THE WORL
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Welcome to the Best of the Bikernet Weekly News for the month. You are welcome to slide over to www.Bikernet.com every Friday for the full-on, blown-out, torn-up news of the week, for absolutely Free. If you thought the news was nuts last month, hang on.



Team HeadBlade/Capone Racing - NITRO NITRO NITRO

Team HeadBlade and Capone Racing are ready to announce their 2015 Drag race schedule. During the winter break after numerous phone conversations resulting in a trip to the sunny South to test ride for Tracy Kile's Bad Apple racing's Top Fuel bike. That's right-- not a pro dragster that Capone had trained on at Rockingham Dragway in the Fall but all the way to Top Fuel 1,000 horsepower fire breathing smoke belching, wheel up 6-second passes.

Capone is one of a very few racers who has stepped from a hot gas powered Pro Modified class to full powered Top Fuel. Although this season will be a learning curve, his performance at West Palm Beach, Fl at Moroso Motorsports Park is a good indication that he can handle the show. Kile will compete in the IHRA Night Of Fire series and Capone will take Team HeadBlade on the Bad Apple Top Fueler to the three events with the ManCup Series, NHRA Topeka and the AMRA Bowling Green race, a good variety of events at great facilities.

Capone, "I'm glad that Tracy had the faith to give me a chance with his team and on his bike. This year we'll spend in R & D with a 2nd bike out of the Bad Apple stable and we'll see what 2016 will bring. Mark Godin and I are thrilled to have this opportunity."

"It was awesome at Moroso, the facility and personal are first rate. After doing some real good 60 ft (1.15) and 330 ft passes and Tracy was comfortable, he told me "to let it rip". That first 6.73 second at 178.10 mph pass was incredible but the second pass at 6.64 at 203 mph, I'm ready to go racing! The tentative plan is that Tracy will run all the IHRA races and I'll run the ManCup, maybe one NHRA and a couple AMRA's. The schedule is a work in progress, but whatever-whenever-I'm totally ready."

Capone's team consists of Mark Godin, Erin Capone,Lorne Buchanan & Katy Miller.

METAL TATTOOING FROM LILLIAN ROSE CHOPPERS-- Steve only works with raw soft metals such as Brass, Bronze, Aluminum, and Copper. No chromed, painted, or coated parts. Riser cap metal tattooing costs start at $185.00 per set and up for AHC riser caps. A single small AHC oil cap or AHC gas cap starts at $110.00 each and up. Brass Points cover metal tattooing starts at $300.00 which includes the points cover. An AHC brass air cleaner cover starts at $360.00 and up depending on design and detail. A full air cleaner canvas may cost $460.00 for example.Costs vary on the amount of time into the artwork and engraving. Call to check AVAILABILITY of parts and TIME FRAME for METAL TATTOOING. No two Pieces are EVER made exactly the same. Each piece is exclusive to the owner! This is one custom made item no one else will EVER have. –

LAS VEGAS BIKEFEST MAJOR VENUE CHANGE TO DOWNTOWN--This year we will be celebrating the 15th annual Las Vegas BikeFest, October 1-4! Have you heard our big news? We just announced today that we are moving our Event out of Cashman and onto the streets of Vegas.

Rally Central will be in the heart of Downtown on Fremont Street East. More information will be coming soon to our web site, www.lasvegasbikefest.com.

--Mindi



BUFFALO CHIP EXPANDS--The first-ever biker city in the world? It could happen if recent rumor becomes reality: the Sturgis Buffalo Chip might soon be known as the City of Buffalo Chip, South Dakota.

The posted agenda for the February 12 Meade County Commissioners meeting lists "Municipal Incorporation of Buffalo Chip" as one of the items to be considered, meaning this isn't just a pipe dream. On the cusp of the Sturgis Rally's 75th anniversary, the thought of bringing the rally back to its authentic grassroots is

LD REPORT
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undoubtedly appealing. Longtime Sturgis Rally riders who have felt the sting of "special pricing just for bikers" know it wasn't always this way – and it doesn't have to be. As of this writing, there's no comment from the Buffalo Chip, so stay tuned.
--Richard Kranzler, Bikernet Baggers Supreme Editor



LUCAS HITS THE ROAD--The Lucas MC division purchased a new trailer, however it is mostly not visible in this picture. It is 18 feet by 8 feet with air and electric in it, so it can be used as a camper to sleep in also. The trailer is a V-nose unit and all aluminum with desk and cabinets in the front for supplies, we had a 2/3 awning installed with product also on the top of the awning so presentation at both inside and outside shows provides and impressive look. The front of the trailer features old school racing bikes on board track and in motion. the unit has already been to Texas, and in various shows. Headed to Columbus, Ohio this weekend and then to Georgia for a 4-wheel park weekend event and on the way from there to Daytona Bike Week for ten days. The unit is outstanding.
--Michael Farabaugh
Lucas Motorcycle Oils



5-BALL RACING™ DEAL OF THE WEEK--Where do Bikers Carry their Valuables? Special Ops Jacket from 5-Ball Racing™ Leathers (12 Pocket) Special Ops Club Jacket is designed for the biker on the go, with room for wallet, keys, smart phone, garage door opener and everything else a busy, modern American biker carries nowadays. This makes the Special Ops a perfect jacket for carrying gear of all kinds: gear including the two gun pockets that are stitched in such a way to as be wider and deeper than the typical pocket. The light-weight milled buffalo leather keeps riders warm in the morning, and the zip-off removable sleeves will keep them cool in the afternoon. Additional features include heavy-duty gun-metal-grey zipper front, bound leather neck trim and double-needle seam construction. "The Special Ops Club Jacket makes sense for riders as it supports the needs of bikers, including their safety and gear storage," explained Keith "Bandit" Ball, Bikernet.com President. "Our 5-Ball Racing Leather's Genuine Riding Leathers fits like a glove and provides all the functions a rider needs on the road." The Special Ops Club Jacket is available at CrankandStroker.com, J&P Cycles and Bartel's Harley-Davidson.

HUPY/ABRAHAM REPORT--Police Pursuits of Motorcycles a Deadly Proposition.
Running from the police on a motorcycle often ends up in tragedy. In 2012, Cedar Rapids, Iowa had nine police pursuits of motorcycles; six ended in crashes and two of those were fatal.
In Richmond County, Georgia, a motorcyclist was fatally injured in a crash after running from police because his license plate was invalid.
A motorcyclist in Scott County, Missouri died after crashing head-on into a car during a police chase. It is unknown why this cyclist ran from police.
The top reasons motorcyclists run from police are:
• Drunk driving
• Drugs, either in the system or on the person
• Suspended or invalid license
• Warrant

None of these reasons is worth crashing or dying for, yet motorcyclists continue to think they can outrun police. In many instances, the chase was called off, unbeknown to the cyclist, who continued to run until ending in a crash. The National Institute of Justice (NIJ) surveyed 150 jailed suspects involved in chases and discovered some interesting facts. Nearly 53 percent of the suspects were willing to run at all costs, while 64 percent believed they would not be caught.
Motorcycle chases are handled differently from other pursuits in most states. For instance, tire deflation devices like spike strips are not used. Vehicle contact techniques like the PIT maneuver (pursuit immobilization tactic) are commonly used to end car chases, but are not viable in motorcycle pursuits because of the inherent danger to the cyclist.

By Tony "Pan" Sanfelipo

Tony "Pan" Sanfelipo is the senior investigator at Hupy and Abraham, S.C.
Visit http://www.hupy.com/news/current-news-for-bikers/ for other articles of interest to bikers.

Read the whole story on Bikernet in Special Reports.--Bandit



NEW CLASSIC CAST PART IS HEADED YOUR WAY--I've started casting a Looptail frame axleplate with double axle adjusters. Frame guys haven't had this option before in a steel casting. Just waiting on axle adjusters to get here. Most shops use

our 1948 style axle plates already. Now there's another option for frame guys. Hardtail Choppers, Inc. 360-750-6780 John@hardtailchoppers.com
-- John



STURGIS MOTORCYCLE HALL OF FAME 2015 INDUCTEES ANNOUNCED--The Sturgis Motorcycle Museum & Hall of Fame is pleased to announce the 2015 inductees into the Sturgis Motorcycle Museum Hall of Fame and the Freedom Fighters Hall of Fame. The Sturgis Motorcycle Hall of Fame is designed to recognize individuals or groups who have made a long term positive impact on the motorcycle community.

The Freedom Fighters Hall of Fame recognizes the commitment and sacrifices individuals across the nation and world have made to protect the rights of motorcyclists. For 2015, the Sturgis Motorcycle Museum & Hall of Fame will honor one Freedom Fighter and induct seven into the Sturgis Hall of Fame.

Richard Lester – Freedom Fighters Hall of Fame – Since 1982, Richard Lester has founded five nationwide programs – Aid to Injured Motorcyclists (AIM), National Coalition of Motorcyclists (NCOM), Confederation of Clubs (COC), Christian Unity, and National Sports Bike Association (NSBA).

Everett Brashear – One of the top AMA dirt track racers in the 1950s, Everett won the first AMA National held in Sturgis in August of 1952..

Chief Jim Bush – J.C. "Pappy" Hoel Lifetime Achievement Award – Jim Bush joined the Sturgis Police Reserves in 1978, was hired as a full time patrol officer in 1979, worked his way up through the ranks, and became Police Chief in 1990.

Chris McIntyre – It was 1992 when Chris McIntyre with co-founders Jeff Brown and Peter Wurmer had the idea to start a business providing motorcycle rentals to the public and finally managed to open the doors of EagleRider Motorcycles with a fleet of four Harley-Davidsons out of a small Los Angeles garage in 1994.

John Shope – For decades, John Shope has been a high-volume designer and producer of quality custom motorcycles and a parts supplier to the industry.

Sugar Bear – His love affair with choppers – particularly stretched front-end choppers – began when a girl on the back of a chopped bike threw a peace sign to him in 1969. Despite having never ridden, he went out and bought a Honda and started tearing it apart to make it his own. Sugar Bear opened his own shop in South Central LA in 1971, and has been building bikes and providing his own signature springer front ends for over 40 years.

Don Tilley – If anyone in the motorcycling world deserved the title of "Renaissance Man," it would probably be Don Tilley. A self-taught welder, mechanic, tuner and competitor, he has raced both motorcycles and cars in a number of areas

Eddie Trotta – Since the late 1980s, Eddie Trotta has been building custom choppers and baggers from his shop in Ft. Lauderdale, Florida. Thunder Cycle Designs focuses on imagination, craftsmanship and attention to detail in every build.

The annual Sturgis Motorcycle Hall of Fame Induction Breakfast is scheduled for Wednesday, August 5 at 9:00 a.m. at The Lodge at Deadwood in Deadwood, SD.

Breakfast tickets are available for a $35.00 donation, tables of eight for $300.00. Tickets can be purchased by calling the Museum at 605.347.2001 or they can be purchased online at http://www.sturgismuseum.com/shop/hall-fame-breakfast.



INDIAN MOTORCYCLE UPDATE--Introducing the Mark Wahlberg Collection, a limited-edition clothing line available only at Indian Motorcycle dealerships or IndianMotorcycle.com, while supplies last. Made in California using premium cotton materials, this 10-piece collection is available for men and women and features exclusive print designs and colors.



THE BIKERNET BULLSHIT LAW FILES-- I'm working with a biker who received a few tickets, the law that I am posting is because many are not aware of this. It is really a bullshit law.... If you have a turn signal...you have to use it. You cannot use just hand signals.

CALIFORNIA VEHICLE CODE § 24951 - TURN SIGNAL SYSTEM

(a) Any vehicle may be equipped with a lamp-type turn signal system capable of clearly indicating any intenion to turn either to the right or to the left.

(b) The following vehicles shall be equipped with a lamp-type turn signal system meeting the requirements of this chapter.

(1) Motortrucks, truck tractors, buses and passenger vehicles, other than motorcycles, manufactured and first registered on or after January 1, 1958.

(2) Trailers and semitrailers manufactured and first registered between December 31, 1957, and January 1, 1969, having a gross weight of 6,000 pounds or more.

(3) Trailers and semitrailers 80 or more inches in width manufactured on or after January 1, 1969.

(4) Motorcycles manufactured and first registered on or after January 1, 1973, except motor-driven cycles whose speed attainable in one mile is 30 miles per hour or less. The requirements of this subdivision shall not apply to special mobile equipment, or auxiliary dollies.

(c) Turn signal lamps on vehicles manufactured on or after January 1, 1969, shall be mounted not lower than 15 inches.

CREDIT(S) (Stats.1959, c. 3, p. 1720, § 24951. Amended by Stats.1959, c.

1996, p. 4633, § 32.5; Stats.1961, c. 118, p. 1128, § 2; Stats.1963, c. 292, p. 1059, § 4; Stats.1965, c. 1012, p. 2643, § 3; Stats.1967, c. 859, p. 2300, § 2; Stats.1968, c. 980, p. 1870, § 14; Stats.1973, c. 135, p. 370, § 1; Stats.1975, c. 475, p. 984, § 1.)
--from Mac at BOLT and Rogue

There you have it. News from the front, from Bikernet.com. Join your local motorcycle rights group and ride free forever.--Bandit

CYCLE SOURCE









HARLEY-DAVIDSON RED BRAKE CALIPERS STOP WITH STYLE

Make a bold, high-performance statement with new Red Front and Rear Brake Calipers ($249.95 to $499.95) from Harley-Davidson® Genuine Motor Parts and Accessories. A direct replacement for Original Equipment calipers and manufactured from the same components, these calipers are finished in brilliant red high-temperature paint that looks great on a stock motorcycle, or adds the finishing touch to a bike equipped with custom wheels, a black or chrome front end, or chrome brake rotors. Specific kits are available for most late-model Harley-Davidson motorcycle models. Brake pads are sold separately. See an authorized Harley-Davidson dealer for fitment details. For more information, visit www.h-d.com..



EXILE SPROCKET BRAKE KIT

Exile Cycles' Sprocket Brake Kit is still the sleekest rear-end treatment for your rigid, Softail or Dyna. The sprocket/rotor is machined from polished stainless steel and is available in a 48 tooth and a 50 tooth version. The caliper bears the Exile logo and is available in a polished, chrome, or black anodized finish. Kits come with all the necessary mounting hardware and are offered for left or right-side drive and for ¾" or 1" axles. Price from $699-$749. www.exilecycles.com



DRAG SPECIALTIES™ FRONT BRAKE CALIPER KITS

Improve the stopping ability of your classic ride with the help of Drag Specialties Front Brake Caliper Kits. Precision-machined from billet aluminum, these four-piston, dual-action calipers make sure you receive positive stopping power every time. Made in the USA, these calipers are available for both single and dual-disc 84-99 XL models and include brake pads. Suggested retail price is $199.95 for single-disc, $399.95 for dual-disc. For more information, go to www.dragspecialties.com or contact your local Drag Specialties dealer.



TC BROS SPRINGER BRAKE KIT

Moto Iron™ Springer Brake Caliper Kit from TC Bros. Choppers are High performance 4 Piston Caliper Fits On 11.5" Rotor With 3/4" Axle. The Fits Moto Iron™ Springers, 1984 - 1999 Harley Factory Original Springer Front Ends, DNA, Hardbody & Paughco Springers. This Kit Includes All Required Spacers & Brake Pads. Available from TC Bros. Choppers www.TCBros.com
Retail $189.00



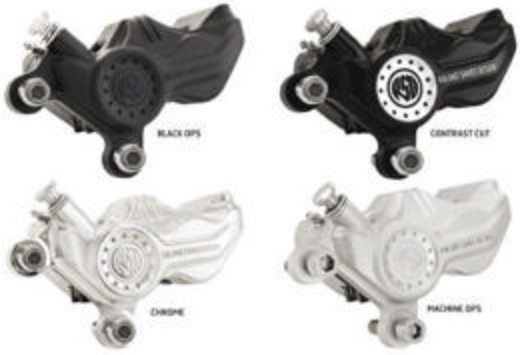
SPEED MERCHANT RADIAL BRAKE MOUNT

The Speed Merchant Radial Brake Mount Bracket are 100% made in the USA and fit all 2000-up Harley Davidson models. Available for 11.5" Single and Dual Disc applications, 13" Single Disc and Dual Disc applications. Available in Black Anodized or Full Polish, Machined from 6061 Billet Aluminum For use with most GSXR 600 Tokico Radial Brake Mount Calipers .Upgrade inexpensively from your stock HD calipers with these powerful and plentiful sportbike calipers, can be easily acquired from your local m/c salvage or used part shop. Price Range $144.95 -$269.95 www.thespeedmerchant.net



JAYBRAKE QUAD SERIES CALIPERS

JayBrake (www.jbrake.com) Quad Series Calipers (MSRP starts at $349.00) are four piston symmetrical bore calipers. They're engineered with four equally-sized pistons and four individual brake pads. Shallow back versions are available for low clearance spoke patterns with larger diameter rims. Front and rear applications require brackets for mounting. JayBrake Quad Series Calipers are available in polish, chrome or black. Visit JBrake.com for specific applications and additional product information. Download a catalog by visiting www.JBrake.com



RSD BRAKE CALIPERS

We've taken the best of brake caliper technology, high quality precision machining and trademark RSD styling to create the next step up in braking power for your V-Twin. With GP racing architecture and weight distribution, the extra rigidity maximizes your effort at the brake lever, stopping you faster with more feel. RSD brake calipers coupled with RSD Radial master cylinder are the ultimate V-twin braking system providing unparalleled feel and power.

- Feature differential bore pistons (1.125" & 1.375") that apply a different force at both the leading edge and the trailing edge of the brake pads for superior braking
- Dual-disc application require separate purchase of left and right calipers
- Includes brake pads, bleeder screw, 3/8"-24 banjo bolt and sealing washers & shim kit
- Available in Contrast Cut, Black Op, Machine Ops and Chrome finishes
- Available for 11.5" and 11.8"/300mm disc applications.

WWW.ROLANDSANDS.COM 10571 Los Alamitos Blvd. / Los Alamitos / CA



PANDEMONIUM BIG TWI REAR DISC BRACKET

Pandemonium has come up with a new Rear Disc Brake Bracket for use on Harley Big Twin and Sportster. This has been designed to be used with an 11 1/2" Rotor. This bracket is made for use with a commonly found Brembo 2 piston Caliper that is found on many sport bikes applications. $74.50 www.pandemoniumc2.com for more information



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PANDEMONIUM BIG TWIN REAR DISC BRACKET

The Pandemonium Brake Kit ™ For XS650 Stock XS650 Brakes are very lackluster so we have designed a kit that bolts on to the stock 35mm forks to be able to use a Brembo Caliper. This kit has been designed to be used with STOCK ROTORS we cannot guarantee it to work with other ROTORS. We try to keep Brembo Calipers new or used in stock but call to check. $49.50 www.pandemoniumc2.com



DP BRAKES SINTERED METAL BRAKE PADS

Give your bike peak braking performance with DP Brakes Sintered Metal Brake Pads. DP Brakes design and materials ensure consistent, hard stops and fade-free performance, with a quick break-in period to achieve peak braking performance, fast. Made with proven DP sintered metal material, pads are designed to outlast conventional organic or Kevlar pads. Quiet, dust-free and Non-abusive to most rotors, ceramic material on the backplate for the pads keeps heat away from the caliper piston for fade-free durability and performance. These pads are GG friction rated featuring excellent initial bite and feel in both wet and dry conditions, or upgrade to extreme performance with the Sport HH+ Sintered Metal pads, boasting an industry high rating of HH+. The suggested retail prices range from $41.95 to 109.95 per set. For more information, go to www.dragspecialties.com or contact your local Drag Specialties dealer



ACCUTRONIX CUSTOM REAR MASTER CYLINDER ASSEMBLIES

Take charge of your braking system with the Accutronix Custom Rear Master Cylinder Assemblies. These assemblies are CNC-machined from billet aluminum with a 5/8 bore. The side exit has a 3/8" -24 thread fit with a 35° 10mm banjo, perfect for a straight-back line approach. The back-side mounting holes feature a 2 ¼" bolt pattern, leaving a smooth, outward-facing side for a clean look. Made in the USA and available in black or chrome, the suggested retail price is $207.95 for black and $212.95 for chrome. For more information, go to www.dragspecialties.com or contact your local Drag Specialties dealer



PERFORMANCE MACHINE BRAKE SYSTEMS AND COMPONENTS

Performance Machine has brought their modern braking technology to one of the original calipers. The Vintage caliper gets its braking power from PM's proven 4-piston internals. CNC-machined fins give the caliper its vintage style while keeping the caliper cool and providing optimal braking power. The Vintage caliper is available in Chrome, Black Ops and the latest added finish - Machine Ops. Designed with the Vintage Caliper in mind, Machine Ops features a combination of PM's innovative Ops treatment and stunning machine finish covered with bright clear ano for a vintage look that is durable and easy to care for. Accent bolts are available in chrome and black, red and blue ano. Retail pricing starts at $429.95 for 1984 and up applications. For more information call (800) 479-4037 or visit www.performancemachine.com.



WILWOOD'S REAR BRAKE KITS

Wilwood's GP310 rear kit for Harley Davidson 00-06 FLH / FLT contains GP310 calipers available in chrome or polished finish, BP-10 high-friction brake pads, bracket (in a chrome or polished finish) and bracket mounting hardware. Mounts over OE diameter stock or aftermarket 10.50 diameter rotors. www.wilwood.com



MOTIONPRO 3/8" MINI BRAKE BLEEDER

Bleeding brakes can be a frustrating job, juggling wrenches, bleeding hose and catch bottles, all being careful not to spill harmful brake fluid on your bike. Keeping your brakes in good condition is one of the most important maintenance jobs on your motorcycle and the Motion Pro Mini-Bleeder makes this critical job a lot easier, cleaner and faster. The Mini-Bleeder combines a wrench, bleeder hose, and a check valve all in one tool. There is a seal built inside the tool that keeps the brake fluid where it should be, and the handle of the tool is adjustable to make access easy. The short length of the handle makes sure that the bleed screw is not over tightened. The Mini-Bleeder retails for $26.99, see your dealer or www.motionpro.com .

THE WORD ON THE STREET

Article By: Rob Keller

NATIONAL MOTORYCLE RIGHTS ISSUES YOU NEED TO KNOW ABOUT!

I just got the word from the AMA that my local community is gearing up to have another meeting regarding the right to ride an ATV on private property. This time they have lowered the allowable right to ride from property owners that own five acres of land to those that have three acres. This is just as ridiculous as the first attempt at punishing people for ridding off road. The following is an Action Alert sent to me and anyone in my community that has signed up to receive Action Alerts from the A.M.A. You may notice that the date on this meeting is March 11 but anyone can contact their congressman about this issue through the A.M.A. If this happens here in my home town it can start the ball rolling for other communities to jump on the band wagon. Please protect our right to ride. We need to stop this now.

Pennsylvania

Local Ordinance Attacks Property Rights and Your Right to Ride! The Hampton Township Council is still threatening to outlaw off-highway vehicle use on private property. Township Council President Victor Son contends that his ordinance will "be interesting and controversial and probably cutting edge in terms of setting the bar for establishing policy on ATVs throughout the North Hills." And that should worry you.

The AMA is deeply concerned that Mr. Son is correct and that the effects of this intrusive ordinance will spread across the region and state.

The main invasive provisions of the proposed ordinance include:

Making OHV use on less than 3 acres of private property unlawful, Restricting OHV operation to 10 a.m. to 6 p.m. every day of the week on parcels larger than 3 acres. Prohibiting OHV use within 250 feet of a residential structure on a property larger than 3 acres. Fining violators as much as $1,000 and imprisoning them for as long as 90 days if they don't pay up.

In keeping with its mission, the AMA does not condone excessively loud OHVs or irresponsible riders because both are threats to our riding freedoms. However, this ordinance does not promote responsible riding. Rather, it would unfairly restrict all OHV activity.

The AMA has identified these significant problems with the proposed ordinance: An existing township noise ordinance could address residents' reasonable concerns by penalizing problem riders. The minimum lot size of 3 acres for OHV use would seriously threaten the activity in the township and detrimentally impact riding in the area. The ordinance makes landowners, not rogue riders, subject to penalties for noncompliance. The wording of the proposed ordinance leaves key points subjectively enforceable, altogether unenforceable or contradictory to Pennsylvania state law. The ordinance also tramples core tenants of private property rights.

Please urge the Township Council to reject this unfair ordinance and preserve responsible OHV riding in Hampton Township and throughout Pennsylvania.

I also received two Action Alerts this month. One is concerning Ethanol (E 15) and the other is to stop motorcycle only check points.

South Dakota

We have received some great news for the hundreds of thousands of motorcyclist that live in and ride through South Dakota. The Motorcycle Riders Foundation www.mrf.org,Motorcycle reports that New South Dakota passed S.B. 85 to remove the restrictions on handle bar heights for motorcycles. Current law dictates that handle bar height must be at or below shoulder height." The MRF salutes the fine work done by ABATE of South Dakota. Sturgis attendees will no longer be harassed by the police for handlebars. South Dakota joins thirteen other states that have no handlebar height restrictions of any kind.

National News

Support legislation to end the funding of motorcycle-only checkpoints Urge your representative to support today!

U.S. Rep. Jim Sensenbrenner (R-Wis.) will introduce H.R. 1861, the Stop Motorcycle Checkpoint Funding Act, in the coming weeks. The bill will protect motorcyclists' rights by prohibiting federal funding for discriminatory checkpoints and promote crash prevention as the most effective use of taxpayer money to save motorcyclists' lives.

The bill contains the same funding prohibition as legislation introduced by Rep. Sensenbrenner in the previous Congress. This bill also contains language that would force the U.S. Department of Transportation to focus motorcycle safety efforts on crash prevention programs.

The Stop Motorcycle Checkpoint Funding Act amends Section 153 of Title 23, United States Code, by removing the words "motorcycle helmets." This change will prohibit the DOT from providing grants to states to enforce helmet laws. It also will prohibit the DOT from using federal funds to interfere in state matters.

For many years, the American Motorcyclist Association has strongly encouraged the voluntary use by adult riders of helmets certified by their manufacturers to meet the DOT standard as part of a comprehensive motorcycle safety program to help reduce injuries and fatalities in the event of a motorcycle crash.

However, helmet mandates do not prevent crashes. Comprehensive motorcycle safety programs should promote strategies to prevent motorcycle crashes.

Current law states that highway safety plans must prevent crashes and reduce injuries. The Stop Motorcycle Checkpoint Funding Act would require highway safety plans to include programs that "prevent accidents in order to reduce injuries and deaths resulting from accidents involving motor vehicles and motorcycles" by amending Section 402 of Title 23, United States Code.

This bill is critical to ending the discriminatory practice of MOCs and preventing motorcycle crashes. The motorcycling community needs you to contact your representative now to ask him or her to become an original cosponsor. Just follow the "Take Action" option to send a pre-written email directly to your representative.

To view the AMA's efforts to end motorcycle-only checkpoints, go tohttp://www.americanmotorcyclist.com/rights/motorcycleonly....

Thousands of riders like you join the AMA to unite for a common goal – to protect our freedom to ride. As an AMA member, you will stand with hundreds of thousands of advocates nationwide fighting anti-motorcycling forces that threaten our right to ride and race. That's why the AMA is where you belong. Visit www.AMAJoin.com or call (800) AMA-JOIN today.

ALBERT MOORE AND THE CHROME STORE

THE CYCLE SOURCE FAMILY LOST A MEMBER OF THE FAMILY, MOTORCYCLING LOST AN AMBASSADOR

Article By: Chris Callen



On February 21st of this year life as many of us know it would never again be the same. A very special person was taken from us after a long battle with his health, a person that many owe a huge debt of gratitude to. He was a biker's biker as my good friend Snake Bite Sam said of his memory; to me he was also a man's man and an example of how good we can be to each other. Albert Moore was his given name but Albert from the Chrome Shop was how most would know him.

It was eighteen years ago, give or take a few months, that I started going around my home town with big eyes full of dreams trying to sell advertising in a magazine that was then just an idea: Cycle Source. It had been a rough week or so of getting my ass kicked when I walked into Albert's Chrome Store and the familiar face behind the corner smiled and said, as he always did, "What can I do for ya?" After a short explanation Albert wrote a check for three month's worth of advertising and wished me good luck. Two things happened right then: 1. He became the very first advertiser in Cycle Source and 2. He became the example of the kind of man I would try to be in my own life.

His hands were massive, like bear paws, ground down to nubs that scarcely had nails at the ends from so much time at the polishing wheel making our motorcycle parts shine. He was a proud man, boisterous and with a serious stare, but if you were his friend, then you knew you were worth while. Just as fast as he would make you feel welcome he could put you in your place with his quick wit and one-liners, he was a master. He loved his motorcycles and the classic "Cars Suck" t-shirt that he wore so often has left its image seared into my mind. He was "two wheels" through and through, making his living and memories around the motorcycle culture. In fact, probably the only thing he loved more in life was his family. As his son Nathan grew a little older a sidecar was affixed to the bike and they went everywhere together. That made it even more of a blow when Albert lost his wife Tracy at such a young age in an accident. Still this man stayed strong and continued to live life. Tracy was his best friend in the world and how he managed not only to go on living but to continuing to give his strength to others is beyond me.



No matter what time in my life I reflect back on there is a story about Albert Moore. The time I finished my first chopper and he had me pull it into the shop so he could go over it and keep me from killing myself. You know, he took a paying customer's bike off the lift for that few hours. Another time when I was at the Bonneville Salt Flats with a broken motorcycle and Albert told me that when we got back to the hotel that night we would fix it. He showed me that night that you can do anything if you can rely on yourself. We fixed the bike and he ended up taking a west coast trip from there, I was just happy to make it home. Even at my own mothers funeral it was Albert who read the epitaph I had prepared. Truthfully I had intended to read it and was unable to contain my own emotions when it came time and my brother took the responsibility for me. That's the man he was, he was strong when we were weak, and he was brave when we were afraid, he was confident when we were unsure. He was the best among us and the world is a lesser place today in his absence.

The only thing I can say about the hard life this man had at the end with his health and all the loss was that he was given a great gift. You see, because of the way Albert lived his life, he lived the last part for all it was worth. In the last two years Albert has ridden across the country, visited old friends, and made new ones, the essence of living. He got all that he could out of it and fought until the very end. When his body had nothing left for this world, he left us to return to his true love, his wife Tracy. I am a better man today from the influences this man had on my life and that's a rare thing to say in this shitty old world. Not a rock star, a sports figure or politician. He made no great public speeches and there will probably not be any great national monuments erected in his memory. However, in a little place located in Rural Ridge that is known to some as Moore Park, there is a bench where the world's problems were once discussed and solved on many occasions. I will forever try to impart the lessons he gave me on the younger generation as he did for me, at least until the day I get to ride with him and Tracy again. I love you brother, rest easy my old friend.

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A very good looking guy walks into a singles bar, gets a drink and has a seat. During the course of the evening he tries to chat with every single woman who walks into the bar, with no luck. Suddenly a really ugly dude, and I mean R-E-A-L-L-Y ugly walks into the bar. He sits at the bar, and within seconds he is surrounded by women. Very soon he walks out of the bar with the two of the most beautiful women you ever saw. Disheartened by all this, the good looking man asks the barman, 'Excuse me, but that fugly dude just came in here and left with those two stunning women - what's his secret? He's as ugly as sin and I'm everything a girl could want but have not been able to connect all night - What's going on?' 'Well,' Said the Barman, 'I don't know how he does it, but he does the same thing every night. He walks in, orders a drink, and just sits there licking his eyebrows...'

A girl is driving along the expressway listening to the radio when she hears a song she really, really likes. When the song is over the announcer says the title of the record was, "Hot Lips and Tender Kisses." When she gets home she's very excited about the new song and decides to call her local music store to see if they have the record. Hurriedly, and excitedly, she dials the store's number. But in her excitement, she unknowingly misdialed and got an auto repair shop instead. "Hello," the mechanic answers. "Oh, yes! Do you have Hot Lips and Tender Kisses?" the girl asks. The mechanic was puzzled, but says, "Well, no, but I've got hot pants and seven inches." "Oh, is that a record?" she says. "No," he says, "but it's better than average."

Roadside

A BLONDE, wanting to earn some money, decided to hire herself out as a handyman-type and started canvassing a wealthy neighborhood. She went to the front door of the first house and asked the owner if he had any jobs for her to do. "Well, you can paint my porch. How much will you charge?" The blonde said "How about 50 dollars?" The man agreed and told her that the paint and ladders that she might need were in the garage. The man's wife, inside the house, heard the conversation and said to her husband, "Does she realize that the porch goes all the way around the house?" The man replied, "She should. She was standing on the porch." A short time later, the blonde came to the door to collect her money. "You're finished already?" he asked. "Yes," the blonde answered, "and I had paint left over, so I gave it two coats." Impressed, the man reached in his pocket for the $50. "And by the way," the blonde added, "that's not a Porch, it's a Ferrari."

Brad

Why bikes are better than Women...
Bikes don't get pregnant.
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Bikes don't care how many other Bikes you've ridden.
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Bikes don't care how many other Bikes you have.
Bikes don't care if you look at other Bikes.
Bikes don't care if you look at Bike magazines.
You'll never hear, "Surprise, you are going to own a new Bike" unless you go out to buy one yourself.
If your Bike is too loose you can tighten it.
You don't have to be jealous of the guy who works on your Bike.
If you say bad things to your Bike, you don't have to apologize before you ride it again.
You can ride your Bike as long as you want and it won't get sore.
You can stop riding your Bike as soon as you want and it won't get frustrated.
Bikes don't get headaches.
Bikes don't insult you if you're a bad rider.
Your Bike never wants a night out with the other Bikes.
Bikes don't care if you're late.
You don't have to take a shower before you ride your bike.
If your Bike doesn't look good you can paint it or get new chrome parts.
You can ride your Bike the first time you meet it, without having to take it to dinner, see a movie, or meet its mother.
The only protection you might have to wear when riding your Bike is a helmet.
When in mixed company, you can talk about what a great ride you had the last time you were on your Bike.

Willie

Grizzly Pete is out for a putt -- the day is beautiful and he's looking forward to getting out on one of his favorite roads. Unfortunately on his way out of town, an asshole cager cuts sharply in front of him to pull into a left-turn lane, and only his skill and years of experience keep him from losing control and dumping the bike, finally managing to wrestle his ride to a safe stop. Pissed off to the max, he reaches into a saddlebag, pulls out a tire iron and throws it with all his considerable might. It smashes through the rear window of the cage and whacks the driver on the back of the head, knocking him out. The vehicle loses control and eventually smashes into a tree --the cage is totalled and the driver is put into the hospital for weeks.Some time later at his trial, the prosecuting attorney is cross-examining Grizzly Pete on the stand and finally just asks "WHY?! Why did you do it?!" Grizzly Pete thinks for a moment, then starts beaming and says "I didn't see him!"

Angry Elf

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